COACH AND BUS WEEKLY

The PSV Industry's News Weekly

ISSUE 83 SEPTEMBER 18 1993

LEYLAND TIGER BOWS OUT
Handover marks new era for Alexander (Belfast)

BADGERLINE HEADS TOWARDS THE CITY

November flotation planned as group follows Stagecoach.....Page 5

SUPPORT GROWS FOR CURBS ON CAR

Councils say it's back to the future for the bus.....Page 10

CAETANO JOINS THE ROLL-OVER DEBATE

Design changes needed to meet safety priorities.....Page 8

INSIDE

P3.....COMMENT
P4-14.....NEWS
P6&7.....COVER STORY
P16.....MARKSMAN
P20.....DIARY
P22&23.....LETTERS
P24&25.....KORTRIJK VISIT
P27-35.....TOURISM
P36&37.....LICENSING & LEGAL
P38.....BACK UP
P39-50.....CLASSIFIED ADS
P51.....PEOPLE

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1990 (September) **DENNIS** JAVELIN DUPLE 320 11M, 55 seats, grey/yellow/orange moquette, power operated entrance door, air suspension, white. CHOICE OF 2 IDENTICAL VEHICLES.
M.O.T. JUNE 1994

1986 BEDFORD YNV DUPLE LASER II 12M, 49 recliners, grey moquette, rear floor mounted toilet, power entrance door, wired TV/video, white/duo red.
M.O.T. MARCH 1994

1983 VOLVO B10M VAN HOOL ALIZEE-H 12M, 51 recliners, brown/beige/orange, moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, water boiler, side window blinds, TELMA retarder, Webasto heating, carpet to gangway, finished metallic silver/black/red.
M.O.T. MARCH 1994

1987 (October) **BEDFORD** CF (Petrol) DORMOBILE, 12 seats, duo grey/red moquette, finished grey.
M.O.T. FEBRUARY 1994

1984 DAF SB2300 JONCKHEERE JUBILEE P50 12M, 49 recliners, brown/beige/red moquette, rear floor mounted toilet, continental door, driver's berth, water boiler, finished all white.
M.O.T. JULY 1994

1984 DAF DHTD PLAXTON PARAMOUNT 3200 12M, 53 E-type seats, brown/red/orange moquette, curtains, power entrance door, finished white/beige/rose.
M.O.T. APRIL 1994

1990 DENNIS JAVELIN DUPLE 320 8.5M, 37 seats, beige/orange moquette, curtains, power entrance door, finished white/beige/rose.
M.O.T. FEBRUARY 1994

1983 VOLVO B10M JONCKHEERE JUBILEE P90 TWIN DECK, 58 seats (49 upper saloon + 9 lower saloon), beige/orange moquette, toilet, water boiler, wired colour monitors/video, white.
M.O.T. APRIL 1994

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51 seats (46 reclining + 5-way fixed at rear), grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, coolbox, water boiler, wired TV/video, finished all white.
M.O.T. DECEMBER 1993

1984 VOLVO B10M GLE PLAXTON PARAMOUNT 3500 12M, 49 recliners, duo red/grey moquette, O/S rear sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, coolbox, water boiler, Webasto heating, centre gangway carpet, TELMA retarder, AIR CONDITIONING, autolube, splitter gearbox, finished cream/crimson.
M.O.T. MARCH 1994

1986 VOLVO B10M PLAXTON PARAMOUNT 3200 12M, 49 recliners, beige/brown moquette, rear floor mounted toilet, aircraft style lockers to hatracks, water boiler, power operated entrance door, wired colour monitor/video, finished yellow/white/black.
M.O.T. 1994

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COACH AND BUS WEEK
The PSV Industry's News Weekly
ISSUE 83 SEPTEMBER 18 1993

Marketing must be one of the least understood and underused weapons in the coach and bus operator's armoury. There are certainly some shining examples of how to make it work, but the general picture is less encouraging.

Coach operators feeding their traditional local market can be forgiven for taking a parochial view. Yet we constantly hear complaints about rates failing to match increasing costs as the contract and private-hire market becomes more and more competitive.

If you believe that marketing your product can lift your business out of the descending spiral of ever-reducing margins, you are half way to achieving the results. The other half is perhaps more difficult - establishing a system to ensure that you reap the benefits.

Fear not. There is a cost-effective aid which has already given demonstrable benefits and this week's Coaching for Pleasure Day organised by the Coach Tourism Council was visible confirmation that coach tourism has a rosy future. Enthusiasm for the product was shared by operators, attractions and group organisers.

'If you believe marketing your product can lift your business out of the descending spiral of ever-reducing margins, you are half way to achieving the results. The other half is perhaps more difficult - establishing a system to ensure that you reap the benefits'

Indeed support for the Black Country event was double that of the first Coaching for Pleasure Day in 1992 and the number of visiting coaches packed with the industry's customers is rapidly approaching the ambitious target set by the CTC chairman Gerry Topiol.

We understand that coach tourism destinations are queuing up now to be included in the next event and the publicity from this year's high profile gathering is already reaping its rewards.

Although Coaching for Pleasure Day is the highlight of its year, the CTC gives individual member companies unrivalled access to local and national media. The benefits are felt at every level. They give a promotional boost for operators and suppliers alike.

CTC deserves your support. So, when at the NEC for Coach and Bus 93, visit stand T1 and find out what membership can do for you.

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DIGEST

■ **The last of 250 Volvo-engined Leyland Tigers** to enter service with Ulsterbus has been handed over to the operator's managing director Ted Hesketh. However, bodybuilder Alexander (Belfast) is looking for growth by reducing its dependence on Ulsterbus as its main customer with orders from Dublin Bus, Bus Eireann and GB-based operators, including Stagecoach. Pages 6-7

■ **Salvador Caetano of Portugal** has joined the debate on coach safety and the benefits of roll-over legislation. A report by director Abreu Teixeira says ECE regulation 66 implies profound alterations in the field of coachbuilding. Page 8

■ **South Yorkshire PTA is targeting** savings of £1.8 million in the current financial year, with a package of crisis measures aimed to cut a budget overspend accelerated by an £8 million cut in PTA funding from the four metropolitan districts. Page 10

■ **York area services have been relaunched** this week under the Flagship Rider York banner which offers guaranteed standards of service backed up by a customer charter. Page 12

■ **Scotland's Central Regional Council** has published its transport plan for the period to 2005, the main theme of which is the need to curtail growing car use. CRC has produced two documents under the All Change! banner aimed at implementing this policy. Page 13

■ **The Leeds Supertram network** has taken a step forward with the granting of Royal assent for the Leeds Supertram Bill, but progress of the system remains questionable, if sufficient direct funding, or private-sector involvement does not come forth. Page 14

COACH AND BUS EVENTS

- September 23: Buses Worldwide meeting including talk on recent BWW visit to Poland. Fred Tallant Hall (Room J) 153 Drummond Street, London NW1, 7pm. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE.
- September 26: SHOWBUS, Imperial War Museum, Duxford. Trade inquiries ONLY to Charles Nicholson, Showbus, The Apothecaries Lodges, off Collinswood Road, Farnham Common, Bucks
- September 28: EPIP '93. Third Annual Loughborough Seminar on Electronic Public Information, Loughborough University. Details from G Sargent, tel 0509 223075.
- September 28: Omnibus Society meeting. "Through the 90s with M&D", Roger Davies, Maidstone & District director of operations. Details from Barry Le Jeune on 071 918 3295.
- September 30: Industrial Society Conference, Peter Runge House. Speakers include Rod Wilson of Reading Buses. Details from Sue Dadswell on 071 839 4300.
- October 7-10: Coach & Bus '93, Hall 5, National Exhibition Centre, Birmingham. Philip Carlisle, BCC, tel 071 831 7546, fax 071 242 0053
- October 15-20: European Coach and Bus Fair, Kortrijk, Belgium, tel 010 32 51 22 60 60
- November 6: Second National Road Transport History Symposium, National Tramway Museum, Crich, near Matlock, Derbyshire. Conference chairman is Professor John Hibbs. Theme is "The Crown of the Road, the Rise and Fall of the Tram". Details from Rosie Thacker at National Tramway Museum.
- October 27-28: Greater Manchester - The Scene of Public Transport Activity. National conference at Manchester Town Hall. Details on 061 242 6241.

■ COACH

Nat Ex is confident

Speedlink performing well

By Richard Simpson

NATIONAL Express Group has returned a profit of £0.585 million for the half year ending July 10, in spite of losses of £0.621 million on UK express coaching, but £0.518 million had to be transferred from reserves to enable dividend payments of £0.99 million to be made to shareholders.

Chairman Ray McEnhill said: "The group's business is highly seasonal, with the majority of profits normally earned in the second half of the year."

The UK express coach travel division, which includes National Express Ltd and Scottish Citylink (acquired by the group in May) operated in a "difficult trading environment."

Its operating loss included exceptional redundancy costs of £0.427 million, but Mr McEnhill admitted that the performance of National Express Ltd had been below expectations.

He said: "This is the result of a number of factors including a disappointing response to changes in the fares structure initiated in March and sustained aggressive price competition from British Rail.

"In addition National Express Ltd has not yet seen any evidence of sustained economic recovery impacting on its customers. Scottish Citylink has performed in line with our expectations and has enabled the division to provide a more efficient schedule of services and to compete more effectively with British Rail."

Other markets had proved less problematic.

"Eurolines (UK) has once again achieved satisfactory growth with operating profits of £462,000 compared with £411,000 in 1992. This result has been achieved despite increasingly difficult economic conditions in continental Europe. Eurolines (UK) has continued to develop existing and new routes. Additional services to Poland and Prague, the south of France and Brussels are performing particularly well. The acquisition of Eurolines (Nederland) BV will significantly enhance this division's opportunities to develop further new routes in central Europe and will enable operational benefits to be achieved."

The group's airport coach services have proved more resilient than its other UK operations. Growing passenger numbers saw profit rise to £0.241 million compared to £0.219 million in the first part of 1992. The flagship Speedlink service and the Woking-Heathrow Railair Link have preformed particularly well.

Differing market conditions are continuing, according to Mr McEnhill. European Coach Travel, Airport Coach Services and Scottish Citylink are all performing well but National Express Ltd has not yet seen any positive evidence of economic recovery affecting passenger numbers.

East Midlands Airport (acquired by the group in August - too late to be included in these figures) has achieved passenger numbers about six per cent up on the previous year and is continuing to win new passenger and cargo business.

Mr McEnhill said: "Overall your board is confident of a satisfactory result for the year as a whole."

A dividend of 2.5p per share will be paid on October 20. **CBW**

CONSOLIDATED PROFIT AND LOSS ACCOUNT

	28 weeks to 10 July 1993*	28 weeks to 11 July 1992
	£,000	£,000
TURNOVER:		
Continuing operations:		
Acquisitions	2,129	-
Other	55,232	56,932
	57,361	56,932
Discontinued operations	319	2,045
	57,680	58,977
Operating costs	(57,558)	(58,235)
Share of results of associated undertakings	-	80
OPERATING PROFIT		
Continuing operations		
Acquisitions	159	-
Other	(77)	419
	82	419
Discontinued operations	40	403
	122	822
Profit on sale of associated undertakings	-	595
Profit on disposal of discontinued operations	244	-
PROFIT ON ORDINARY ACTIVITIES BEFORE INTEREST	366	1,417
Net interest (payable)	219	(358)
PROFIT ON ORDINARY ACTIVITIES BEFORE TAX	585	1,059
Tax on profit on ordinary activities	(113)	(564)
PROFIT ON ORDINARY ACTIVITIES AFTER TAX	472	495
Dividends		
Ordinary	(990)	-
Preference	-	(449)
TRANSFER (FROM) TO RESERVES	(518)	46
Earnings per share	1.3p	0.2p
Normalised earnings per share	0.5p	(3.6p)

* Figures for 1993 are unaudited

LOOKING FOR A USED COACH OR BUS?

■ COACH AND BUS

Badgerline to go public...

BADGERLINE Group is to seek a stock market listing in November. Its move to the market follows successful flotations by Stagecoach and National Express, and reflects increasing City interest in the public transport industry. Chairman Trevor Smallwood told *Coach and Bus Week* that the flotation had three aims: to reduce debt, raise cash for investment and finance the expansion of operations.

"We have bought or will buy 215 new vehicles this year, and are looking to sustain similar levels of renewal in the future. Investment in new depots can also help to save cost," he said.

"It's difficult to be specific about our expansion plans, but there are obvious opportunities in the UK with the privatisation of the local authority bus companies and the London privatisation scene.

By Richard Simpson

"We are also interested in resales of already privatised companies."

Mr Smallwood said the company was "lukewarm" over rail privatisation.

"We only hold four or five per cent of the UK bus market at the moment, so that's the area to concentrate on for expansion."

Mr Smallwood said that the company had been working towards flotation for some time, but he felt that the political outlook now was good for the bus industry: "There are lots of pointers on the political scene that public transport has a very important role to play in the next 10 - 15 years. I'm sure there will be an important role for a company like ours, no matter what the colour of the next Government."

Over 90 per cent of Badgerline's shares are currently held by directors, present or past staff and their families. The shares, originally worth 3.3p each, changed hands on the last trading day at £3.20, and, independent sources suggest, are likely to be worth substantially more on flotation.

"I'VE HEARD OF BULLS, STAGS AND BEARS BUT THIS IS RIDICULOUS!"

■ COACH

New limit 65 mph

Outside lane ban possible

SPEED limiter regulations to meet the EC directive will give UK operators the maximum permissible tolerance. But 65 mph will be the motorway speed limit for coaches and an outside lane ban looms closer.

Coach and Bus Week has learned that 65 mph rather than 62 mph (100 km/h) will be permitted when the new regulations become law. New coaches are affected from 1994 with staged implementation bringing post-1988 coaches within scope by 1996.

It is understood that the DoT has dismissed suggestions of all coach speed limiters being cut back to the new maximum because it would be outside the scope of the EC directive. Instead a new motorway speed limit for coaches will be introduced in 1996 and the DoT says it is committed to consultation on banning coaches from the outside lane of motorways.

This latest twist in the EC inspired 100 km/h restriction has sparked new controversy with industry observers claiming: "an outside lane ban would be a passport for car drivers to break the law".

The Bus & Coach Council says it would be a charter for speeding and has challenged the logic of a new lower speed limit which is also outside the scope of the directive.

...as Colchester bus war looms

CHELMSFORD-based Eastern National is to expand its operations into Colchester this October, competing directly with the city's municipal company.

The Badgerline subsidiary will be introducing 22 Mercedes minibuses on three routes into the town centre with increased frequencies and new facilities.

Eastern National managing director Robin Orbell said: "We have been operating in and around Colchester for over 70 years and we believe the town should have the benefit of the kind of service which the company operates in mid and north Essex."

Service 61 will operate every 10 minutes between the centre and large estates in the town.

The 62 service links business parks to the centre every 15 minutes and the 64 service will take in the football ground and the main railway station.

However Colchester Borough Transport predicted that the move would threaten the long term quality of its comprehensive town network.

CBT chairman Michael Roots said: "We consider this as an open attack in choosing our main bread and butter routes.

"We are not convinced that the number of passengers will increase and they are simply duplicating services.

"Even if ridership increases by 10 per cent it's still inadequate to support two bus companies."

The move has fuelled worries that a bus war is imminent.

However, Eastern National argues that experience in other Essex towns demonstrates that passenger growth follows when it has introduced high-frequency minibus routes.

Robin Orbell said: "I am quite confident that our services will increase the number of passengers.

"Over the past few years we have introduced similar schemes. When frequencies of the services have increased so have passengers by between 25 per cent and 100 per cent on some routes. **CBW**

■ OBITUARY

Charles Dunbar

TRANSPORT consultant and journalist Charles Stuart Dunbar has died peacefully in London aged 92, after a long and varied career.

Starting as an editorial assistant on a London weekly in 1919, he soon became transport and circulation manager for various evening papers.

He set up the first nationwide road parcel service before becoming founding chairman of The National Conference of Express Carriers. After the war he was transport officer of the Colonial Development Corporation and then editor of Passenger Transport.

As well as being a regular contributor to Coach and Bus Week's predecessors he wrote many books and articles on transport operation, right up until his death.

■ Among significant Ulsterbus initiatives to promote bus travel in Northern Ireland are its rainbow-liveried City Express services and the trend-setting Eurocentre bus interchange in Belfast. Managing director Ted Hesketh said: "We have placed particular emphasis on improving the quality of public transport in Northern Ireland through the introduction of buses which are comfortable and easy to use while protecting the environment, and through the provision of new services and other passenger facilities." The company, which works in a regulated enviroment, is supporting proposals for bus lanes and bus-only roads to combat Belfast traffic congestion.

■ Projected turnover for Alexander's Belfast factory in 1993 is expected to exceed £8.5 million and managing director Mike Ford-Hutchinson says the company has been consistently profitable. Over the past four years, £1.7 million has been invested, including CAD/CAM equipment for the 125,000 ft factory which was extended between 1988 and 1990 with new offices and spray paint booths. The present workforce is 210.

■ THE switch from one major buyer, Ulsterbus, to a wider customer base in the UK and Ireland has persuaded Alexander's Belfast subsidiary to pay close attention to customer care and it has recently revised its after-sales. Customer service engineer Sam Johnston has been appointed and the company's manufacturing operation has been strengthened with the appointment of two engineers and two additional production foremen.

■ ALEXANDER (Belfast) managing director, Mike Ford Hutchinson, says variation in DiPTAC specification between different tendering authorities is presenting difficulties for operators and manufacturers. One recent order for vehicles highlighted the problem. Maximum dimensions for step to ground and subsequent steps are incompatable. So it is impossible to build an entrance on a Mecedes-Benz 709 which meets both authorities requirements. If all steps are constructed to the lowest common measure, then the floor will not clear the chassis.

Last Tiger spark

An old name for a new generation

Irish legend gives name to citybus

By Mike Morgan

SETANTA is the name from Irish legend selected by Alexander (Belfast) to captivate the Irish market for its new citybus body. Ten of the new vehicles on European-spec DAF Bus SB220 underframes are operating Cork city services for Bus Eireann and 40 are in build for Dublin Bus.

Mike Ford-Hutchinson, managing director of Alexander (Belfast), explained the name: "We were looking for a name that was quite clearly Irish, in honour of our two initial customers for the new design, and which was easy to remember.

"One of our staff suggested Setanta, a famous figure from Irish legend, and we quickly realised that this was the ideal name.

"When Conor mac Nessa was king of Ulster, his sister Dechtire and her husband Sualtam went missing, along with 50 servant maidens. After some years brother and sister were re-united and Conor discovered that his sister was with child, and a baby son was born.

"There was a disagreement about who should bring the boy up but it was destined for greatness and his name was destined to be in the mouths of all men; he would win the love of many; he would avenge all wrongs; and the name give to his child, who went on to fulfil the prophesies, was Setanta. He was later known as Cuchulaimn or the hound of Ulster." Alexander says that the Setanta is designed to meet the demands of tough Irish regulations and operating conditions.

Its roof can take a 10-tonne load and the structure has been validated by finite element structural analysis. Concessions to Irish preference include a sloping gangway and stainless steel handrails, stanchions and luggage pen. Mr Ford-Hutchinson says it could be adapted for the UK.

Setanta Dublin Bus specification

- All-aluminium structure
- Two-door layout with two-step front entrance and three-step centre exit, both 1,200mm wide
- Sloping gangway with no internal steps
- 43 seats, 28 standees and luggage pen
- Integrated front fascia and cab area
- Large forward-sloping manual destination display, plus electronic route numbers
- Single curvature two-piece windscreen
- Gasket-glazed tinted side windows with square corners
- Flush-bonded aluminium side panels
- Removable aluminium skirt panels
- Graffiti-resistant high gloss ceiling panels and full-length continuous lighting

Rising tide of new orders means Alexander plans to recruit staff

ALEXANDER (Belfast) is on a rising tide of orders. Plans to recruit new staff follow healthy forward orders and the company's entry into the Irish market three years ago.

Belfast line-up includes Dublin Bus RH

The company has supplied Bus Eireann and Dublin Bus and an order for a further 20 double-deck bodies was confirmed as the last Tiger for Ulsterbus was being handed over.

"It was a natural development for the Belfast business," said Mike Ford-Hutchinson, managing director of Alexander (Belfast). "We had long experience building for Ulsterbus and its predecessors and, when the two pincipal Irish companies came back into the market for proprietary bodywork, we were well-placed to quote competitively and develop bodies suited to their requirements.

"Since 1990 we have built over 160 RH-type double-deck bodies for Dublin Bus with more on order and we are delighted to have won business in the shape of 20 minibus bodies and 40 Setanta single-deck bodies for Dublin service."

The Belfast plant has also built 10 Setanta single-deck citybus bodies for Bus Eireann, which were the first of the new design developed for its Irish customers. These are now in use on Cork city services. CBW

THE ONLY PSV JOB MARKETPLACE IS CBW CLASSIFIED

s Irish optimism

Handover marks the end of an era

By Mike Morgan

ULSTERBUS, Volvo and Walter Alexander (Belfast) marked the end of an era with the handover of the last Leyland Tiger at a special ceremony last week.

Within the next few weeks the Tiger's successor, the first Volvo B10M chassis, from an order by Ulsterbus for 102, including two artics, will leave the Volvo plant for bodying at Plaxton, Scarborough and Walter Alexander, Belfast.

Over 600 Tigers are now in service throughout Northern Ireland in Ulsterbus and Citybus fleets. Specification of the last Tiger, which is a 12-metre vehicle with coach-type seating, includes Volvo THD 101 GB turbocharged and intercooled engine with ZF 4HP500 automatic gearbox.

Sandy Gennie, Volvo Bus managing director, said: "This must be both a sad and a happy occasion for Ted Hesketh and Ulsterbus - it marks the end of the operator's long and happy association with the Tiger and its predecessors; it also heralds what we are convinced will be at least an equally as long and successful relationship with the Volvo B10.

"We know that the satisfactory in-service experience Ulsterbus has had with the Volvo-engined Tiger was a vital factor behind the placing of the order for B10M.

"Naturallly, we were delighted to receive that order and we look forward to continuing the excellent business relationship that exists between our two companies."

Leyland Tiger bows out

Substantial orders for Mallusk

SUBSTANTIAL orders for the Mallusk plant of Walter Alexander (Belfast) were confirmed last week by managing director Mike Ford-Hutchinson.

"Never in our history has our order book been so strong for the Belfast plant. It stands at over 300 vehicles worth £10 million, and this figure is increasing," said Mr Ford-Hutchinson.

"I can confirm that Ulsterbus has ordered a further 50 Q-type bodies and that, for the first time, these will be mounted on Volvo B10M chassis.

"We have also won substantial orders for our aluminimum minibus body. Midland Fox has ordered 20, Western Commercial (the Scottish dealership) five, and Timeline four, all on Mercedes-Benz 709.

"We are also building 14 33-seater school buses on similar chassis for the local education and library boards. In addition, Fife Fire & Rescue Service has ordered two fire appliances on Volvo FL6, while the Fire Authority for Northern Ireland has ordered four on Volvo FS7 and 14 on Dennis SS chassis."

A further 20 RH deckers for Dublin Bus will be on Volvo Olympian.

Ian Galloway, chief executive of Walter Alexander Ltd, said: "This factory has always made an important contribution to the group's business success and, in establishing our minibus product centre here, we recognise the expertise and enthusiasm that exists in the Belfast plant.

"The healthy order book is a well-deserved reward for the hard work that has gone into the business and an indication of customer confidence in the product."

Mr Galloway added: "I'd rather have three plants the size of Belfast than one the size of Belfast and one the size of Falkirk."

The Falkirk workforce now tops 700 after a low of 510 and is heading for sales of £36/38 million - 55 per cent from exports.

Belfast turnover is expected to be around £8/9 million with a workforce of 210.

Alexander has no plans for an integral bus as it predicts the market will continue demand body on chassis combinations.

However, Mr Galloway says there has been a shift in specification which has resulted in higher vehicle prices. He said: "The market is being driven by an awareness of quality and marketing." CBW

Belfast builds all Alexander minibuses

■ Alexander (Belfast) has a tradition in coachbuilding going back 30 years. It was created in 1960 as MH Cars Ltd to build 88 Daimler Fleetline double-deck bodies for Belfast Corporation. Walter Alexander acquired a majority shareholding in 1969 and Alexander (Belfast) was formed. Full acquisition of the company by the Alexander group took place in 1980. The company moved to its Mallusk headquarters in 1972 after the original Dunmore premises were destroyed.

■ Mallusk-built products of Alexander echoed designs from the Falkirk-based parent, but were built to the specific requirements of Ulsterbus with over 1,400 aluminium bodies supplied since 1975. These include 600 N-type and 200 Q-type similar to that on the last Leyland Tiger. The Q-type was introduced in 1990 and was supplied to Shearings for its bus operations, United and Eastern Scottish.

■ FIRE engine production gives Alexander (Belfast) a buffer against fluctuations in demand for coach and bus bodywork. It supplies on Volvo and Dennis chassis for the Irish market and has recently completed contracts for GB fire authorities However, further diversification broadened its product range when Belfast became the minibus product centre for Walter Alexander following a the major order from Stagecoach on Mercedes-Benz 709 chassis/cowl. The Stagecoach order has since been increased to 260 vehicles .

■ MINIBUS production within the Walter Alexander group is now the sole responsibility of the Mallusk plant near Belfast. A three-year order for Stagecoach on Mercedes-Benz 709 is currently in production and other customers have included Grampian Transport, Midland Bluebird, Dublin Bus and local education and library boards, who receive the 33-seat school bus version. Recently a wider body with deeper windows, a larger entrance door and revised step arrangement has been delivered to Dublin Bus in City Imp livery.

■ COACH

Caetano's safety study

Roll-over will change coach construction

By Mike Morgan

SALVADOR Caetano of Portugal has joined the debate on coach safety and the benefits of roll-over legislation.

A report by director, Abreu Teixeira, says ECE regulation 66 implies profound alterations to coach structures.

These will include an increase in weight and cost, a trend to lower bodies and smaller windows. Associated changes will lead to more uniformity in building coach bodywork with improved quality control and the utilisation of better quality materials which are lighter and of varied geometry. Despite evidence which supports claims that coach travel has an excellent safety record (for example: in Spain 0.4 per cent of coach passengers are killed in accidents, but for all other vehicles the figure is 19 per cent) the report warns: "There is an international movement to improve the safety in coaches. Within a very short period new regulations will appear and the existing ones will be improved to produce better safety. Regulation R66 is important and contributes decidedly to increased passive safety particularly in the case of overturning.

"Coach accidents by overturning have an appreciable frequency and its consequences are very serious."

Mr Teixeira's investigations covered all aspects of coach construction and the report's conclusions are based on analysis of accidents in three EC countries.

From Germany came evidence that human error was by far the most significant cause of accidents. Spanish statistics, which analysed 220 coach accidents pointed to collision as the main type, but roll-over (less than 10 per cent of the total) accounted for the highest number of deaths and serious injuries.

According to a French study of 31 coach accidents involving 1,272 passengers, 46 per cent of serious accidents result in roll-over. However, fire accidents and side collision are less frequent but have very severe consequences.

Therefore, passengers need protection from death or injury by projection, ejection, intrusion or suffocation - ie better passive safety.

R66, which has been adopted by Spain and the UK, is aimed at meeting demands for improved passenger protection. Yet the Caetano report highlights the contradiction between the regulation's requirements and trends in coach design since influential development work during the 1970s (*Coach and Bus Week*, July 10). Increases in height, larger windows and rounded profiles are contrary to the safety objective.

■ BUS

Duffy is top driver

DUBLIN-based driver Brian Duffey has won the UK bus driver of the year award at the national finals in Blackpool. The 27th annual competition attracted 80 finalists from 38 companies and this was the first year drivers from Eire have participated.

Mr Duffey, of Dublin Buses, said: "It was totally nerve-wracking. A lot of effort goes into competing for the finals but it is all worth it as I've won."

Dublin Bus safety manager Gerry O'Keefe said: "It is great to see Brian do so well and it is a recognition of his professionalism."

Minibus driver of the year went to Badgerline's Matthew Dalton who finished fourth in last year's competition.

Mr Dalton said: "I'm so pleased at winning the title that I intend to be back next year to defend it, or perhaps compete in the large bus competition."

The competition was sponsored by the Bus & Coach Council and is a recognised road safety event with the Royal Society for the Prevention of Accidents represented on the national organising committee.

To complete the course without penalties drivers must demonstrate they can avoid obstacles, running on to or over kerbs, that they can stop correctly at bus stops and maintain forward movement for each shunt.

WINNERS

UK Bus Driver of the Year 1993

1st Brian Duffey, DublinBus
2nd Roger Morris, PMT
3rd Dereck Reid, Lothian Region Transport
4th RobertDixon, Northumbria Motor Services

UK Minibus Driver of the Year

1st Matthew Dalton, Badgerline
2nd Andrew Wildgoose, SYT Mainline
3rd David Adams, SYT Mainline
4th John Rushden, PMT

■ COACH

Joint Chinese venture for Volvo

VOLVO has formed a joint venture company to produce touring and intercity coaches in China.

Its partner in the 50/50 venture is aircraft manufacturer Xian and the vehicles, which will be exported as well as sold on the Chinese market, will use Volvo chassis and running gear and modern aluminium alloy bodies.

Target annual output of the Xian Silver Bus Corporation factory in Shaanxi Province is 1,000 units initially, with an eventual aim of 3,000 vehicles a year.

■ COACH

The right MAN for Dorset

DORSET Travel Services of Bournemouth is among the first operators in the UK to take Berkhof Excellence 2000-bodied MAN 16.290 coaches.

Two coaches have been delivered and one is for Eurolines work. Specification includes 49 recliners, rear nearside floor-mounted toilet with Sutrak hot-air hand dryer, tinted double glazing, rear continental door, Telma, ABS, Brightech destination equipment, peage window, 600-litre fuel capacity and Jason hot water boiler.

Berkhof's sole UK agent, Q-Drive subsidiary AVE Berkhof, recently announced plans to strengthen its position in the UK.

Among its enhanced winter build programme is MAN's 18.370 - successor to the 16.290 (*Coach and Bus Week*, August 7).

● Details of *Coach and Bus Week's* exclusive trip to the Berkhof Valkenswaard factory and the Kortrijk show: Page 24 CBW

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■ COACH AND BUS

Hostile reaction to safety plans

PLANS to tighten up safety standards on school buses in Sheffield have met with a hostile response in some quarters as the education department asked operators to introduce a voluntary code of practice.

Although major operators such as Mainline have indicated their wish to co-operate with the initiative, education chiefs claim they are disappointed at the reaction from many of the 20 operators contacted.

The move follows the fatal accident in Somerset last year, when a six-year-old girl was dragged to her death beneath the wheels of a school bus. The inquest had called for all local authorities to adopt a code of safe practice.

Under the Sheffield code, bus drivers would follow safety guidelines on picking up and setting down, checking vehicle defects, preventing smoking and reporting pupil misbehaviour.

The department claims that, with few exceptions, the majority of operators appeared to be disinterested and some even hostile to the proposals.

"Unfortunately, although we do have control over tendered school contracts, we do not have any powers over the commercial services which carry the majority of bus journeys," said a spokesman.

He thought the impression given was that commercial businesses were reluctant to spend on installing radios and mobile phones, which are considered necessary in the event of an emergency involving a vehicle carrying up to 70 children.

"We can only ask them to voluntarily adopt our code, although we are currently seeking advice as to the powers available to ensure health and safety on commercial buses," he said.

■ BUS

S Yorks PTA looking for savings of £1.8m

By Andrew Jarosz

Additional costs may destabilise proposed finances of new Mainline company

SOUTH Yorkshire Passenger Transport Authority is targeting savings of £1.8 million in the current financial year, with a package of crisis measures aimed to cut a budget overspend which has been accelerated by an £8 million funding cut from the four metropolitan districts.

The PTA's crisis is now sure to delay the proposed sale of South Yorkshire Mainline to its workforce, as the company moves to revise its financial forecasts and districts squabble over who should receive the sale proceeds.

Despite warnings of service cuts and fares increases, the authority has agreed to introduce bus station departure charges, designed to bring in £0.4 million, which will mostly affect Mainline and Yorkshire Traction of Barnsley.

A £372,000 cut will be made in concessionary travel, school services and charges for the disabled. Shelving of new capital schemes and reduction of bus shelter maintenance is also estimated to reduce expenditure by £200,000.

As yet the balance of the £1.8 million cuts has not been decided, but the authority has already warned of £12 million of cuts for the next financial year. Income from the sale of SYT is also at risk as the cash-strapped districts are insisting that they share out the proceeds lest it go toward financing supertram.

Sheffield Omnibus managing director Ian Dyson said the authority had been gagged by politicians and was refusing to consider other means of saving money. "The operators suggested that the tendered network could be reduced, special school services could be recharged to education departments and the proposed takeover of bus stops from Sheffield Council could be postponed but they didn't want to know," he said.

It is thought the additional costs may destabilise the proposed finances of the new Mainline company and could delay its sale. Operators are openly talking of relocating bus terminals from the bus stations, as an alternative to fare rises.

PTA chairman Councillor Jack Meredith admitted fares would rise. "We already spend less than any other PTA, yet time after time we are forced to make cuts and we're reaching the point where there's nothing left to cut," he said.

■ BUS

Mainline ups its off-peak fares

Peter Sephton: 'Many customers will be paying less than before'

SOUTH Yorkshire Mainline has increased its off-peak fares to encourage greater use of returns and has introduced a programme of special return fares as a "marketing exercise".

Discount fares, payable between 9.30am and 3.30pm on weekdays and 9am and 6pm on Saturdays have risen by 5p. Standard fares and return fares remain unchanged.

Special return fares on a rolling programme of services offer reductions from up to £1.60 to £1 or £1.90 to £1.50, on selected routes as an incentive to switch from competing companies.

Mainline managing director Peter Sephton claimed that many customers would actually be paying less in fares than before.

"Overall, this latest price revision is very much in line with the current level of inflation and will allow us to cover costs that we've had to stand over the last 12 months," Mr Sephton claimed.

CBW

■ OBITUARY

Les Williamson dies

LES Williamson has died after a long illness. He was well known in the bus industry through his company, Bustech (now part of GM Buses) which trains PCV driving instructors.

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BUS

York services flying the flag

By Andrew Jarosz

YORK area services have been relaunched this week under the Flagship Rider York banner which offers guaranteed standards of service backed up by a customer charter.

The introduction of flagship services follows a pilot launch in Halifax earlier this year (*Coach and Bus Week*, June 26) by Yorkshire Rider, although the higher standards were confined to one service corridor.

Employee-owned Rider York's managing director Paul McGowan said the company had been moving at full speed this year to integrate its fleet, retrain its staff and build up marketing for the company.

"We aim to attract full accreditation in the Investors In People programme under the North Yorkshire Training and Enterprise Council, which is a little more relevant to us than gaining BS5750," he said.

The promise of punctual, clean, attractive vehicles as well as friendly, courteous and helpful drivers is backed up by a free journey voucher for poor journey performance and a promise to listen to all comments, suggestions and complaints.

A comprehensive marketing campaign includes door-to-door leaflets, radio advertising and a new route map which cost £5,000 to produce.

The entire Rider York fleet, which is composed of vehicles acquired from York City and District, Reynard Buses, Target Travel and Yorkshire Rider itself, has been completely refurbished into a corporate colour scheme which features the Flagship emblem on all windows.

Eight Ikarus-bodied DAF Bus SB220s purchased last year will be followed by five new single deckers early next year, as the company lifts its age profile, with nearly £1.1 million of investment.

"We've taken a lot of advice from other successful companies," said Mr McGowan.

"Trent offered us advice on their Rainbow services and I'm pleased to say we've already achieved a two per cent increase in ridership. The staff are keen to succeed, and the passengers are already commenting on improvements which they appreciate."

FLAGSHIP
RIDER YORK
Raising standards in York

DAFs have lifted fleet age profile

BUS

Charter for travel

THE first ever National Women's Transport Charter Resource Pack has been launched in Manchester by a working group formed to enlarge the effectiveness of the Women's Transport Charter launched last year.

The 104-page pack covers issues of access, safety, planning, information, rural needs, the environment and women's access to the political and decision-making process. It explains carefully structures and pressures both within and from outside the transport industry.

Gill Heyworth, speaking on behalf of the steering group, emphasised the paradox of the majority of public transport users having only a few women employed at a high level in any organisation which impacts on transport.

"If women are going to effect change, they need to know how to access the systems, who deals with what and how to lobby," she said.

The pack, which is co-sponsored by Greater Manchester Council for Voluntary Service, GMPTA, GM Buses and NALGO, explains the structure of public transport systems, ownership and responsibilities in comprehensive terms.

It lists various campaigning organisations, useful addresses and women's organisations.

Case studies of campaign action and campaign models are included, with emphasis on defining objectives and problem solving being accurately described.

The resource pack and subsequent updates are available from the Transport Resource Unit, St Thomas Centre, Ardwick Green North, Manchester M12 6FZ.

Pack has been sponsored by GM Buses

BUS

PTE launches Info Points

WEST Yorkshire Passenger Transport Executive is planning to expand its passenger information provision with the introduction of 11 new computerised information terminals (Info Points), following the successful operation of three at locations where no staff are available to answer inquiries.

The West Yorkshire PTA has approved expenditure of £60,000 for the current year, with priority being given to Shipley, Holmfirth, Ilkley and Todmorden where there are no staffed facilities.

Seven others will be located at existing bus stations to provide back-up during busy times and information out of office hours.

PTA chairman Councillor Mick Lyons thought 'hi-tech' Info Points were a very useful addition to the existing range of information services. "I think they are particularly valuable at locations where there is no staffed inquiry point," he said.

BUS

Olympic hope

HOPEFUL of Manchester's success in its bid to stage the Olympic Games in the year 2000, Greater Manchester Passenger Transport Executive is laying on late-night tram and rail services as well as all-night buses, on Olympic decision night, September 23. Local rail and tram services will operate until at least 1am the next day, with the off-peak Rail Ranger ticket normally costing £2, available from 4pm for 50p.

Friday and Saturday night bus services will also operate through the night, for the benefit of passengers joining the "celebration" party in the city centre. CBW

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■ BUS

Cars face curbs as CRC pledges bus priorities

By Richard Simpson

SCOTLAND'S Central Regional Council has published its transport plan for the period to 2005, the main theme of which is the need to curtail growing car use.

CRC has produced two documents under the *All Change!* banner aimed at implementing this policy. *The Transport Challenge for Central Region* serves as a general introduction, and looks at the various transport modes including buses, walking, cycling, trains and cars.

Buses are singled out as under-performing because they are not as convenient or comfortable as cars, service information is often poor and timetables change frequently, they are slower than cars and are often held up by them, and they compete against each other rather than offering an alternative to cars.

CRC says that buses present the biggest transport challenge and pledges increased priorities on busy roads, fast and frequent park-and-ride services in Falkirk and Stirling, and improved waiting facilities for passengers, including new or improved bus stations at Alloa, Bo'ness, Falkirk, Grangemouth, Stirling and Tillicoultry.

It says it will take responsibility for providing a comprehensive and up-to-date bus information service, and integrate it with a similar service for rail travel within the Central region.

Rural services, and evening hospital services will be supported.

A new door-to-door service will be provided for the physically handicapped.

Concession fares will be extended to the unemployed, and grants will be given to make buses, including Post-buses, more accessible for the disabled.

Joint bus and rail season tickets will be introduced.

The council admits that it cannot achieve many of these aims on its own. It will co-operate with the region's bus operators, and ask planning authorities to make sure that new developments allow good access for buses. It will also urge employers to subsidise bus travel for staff and encourage trade unions to seek such provision from employers.

Central Government is urged to improve bus services by permitting better co-ordination between operators, preventing confusion caused by frequent service changes and allowing fare subsidies to encourage the greater use of buses.

The second *All Change!* publication sets out a 15-year programme of complete packages of Area Action Plans to be applied to various places in the Central Region.

SMART Neoplan has made an impact

■ BUS

Access for all is Merseytravel aim

MERSEYTRAVEL has published its public transport strategy which is aimed at taking the area into the 21st century.

Its aim is to provide a high-quality system which will achieve equality of travel opportunity for all, which it says means making public transport safe - particularly for those who feel they are vulnerable to attack, affordable and accessible. It should provide access to essential services such as work places, shops and health service facilities.

Merseytravel maintains lack of passenger information means that travel opportunities are lost, those parts of the area that are not served by Merseyrail are denied the speed, comfort and reliability of a modern passenger transport system. The quality of staff is a determinant in the decision to use public transport.

It says: "A genuinely caring approach to customer needs is essential." Integration between bus and rail transport is seen by Merseytravel as one of two key principles, the other being partnership with the community and private-sector operators.

Deregulation divorced bus and rail, putting them in competition and introduced a state of thinking which regarded them as entirely separate.

Merseytravel aims to promote bus and rail as a single high-quality network.

The prototype SMART Neoplan low floor bus is prominent in the Merseytravel document and the organisation says that it will continue to "improve the quality of vehicles used on supported services by seeking rapid progress to ensure a high-quality vehicle fleet accessible to all."

Merseytravel admits that only 30 per cent of its population lives within walking distance of the rail network, and that bus lanes, guided busways or LRT may be justified developments to bring services and facilities closer to the standards enjoyed by rail passengers. **CBW**

David Quainton (left) and John Pycroft with the milestone bus

■ BUS

Pointer 500

THE 500th example of Plaxton's Pointer midibus has entered service with T Cowie subsidiary Grey-Green on a tendered route in London. The Dennis-chassied vehicle is one of eight for a service between Beckton and Goodmayes Hospital.

Plaxton sales director David Quainton said: "The delivery is a milestone for Plaxton. The total number in service and on order is now well over 700, which means quite simply that the Pointer has outsold all other products in its class." Grey-Green's Pointers are nine-metre 31 seaters with split-step entrances and other features to meet London Transport's Schedule X accessibility requirement.

Grey-Green md John Pycroft said the Pointers were the first midis in the fleet.

■ LIGHT RAIL

London rapid transit by 1998

RAPID transit in London could be operational by 1998, with the passing of the second reading of the Croydon Tramlink Bill and Royal Assent expected by easter next year.

The £140 million scheme is being promoted by Croydon Council and London Transport, with private backing, although the private-public split has not yet been agreed.

An international project development group, consisting of British civil engineers Tarmac, German rolling stock manufacturer AEG Rail Systems and French tramway operator Transdev, has underwritten the £1 million cost of the next stage of development to bring the scheme to a point where a contract to build and operate the system can be let.

Construction of the 18-mile system is planned to start by 1995, with completion expected by 1988. It will provide a direct link between BR's East and West Croydon stations, and will link central Croydon with other areas.

■ LIGHT RAIL

Supertram rolling on

By Andrew Jarosz

THE Leeds Supertram network has taken a step forward with the granting of Royal assent for the Leeds Supertram Bill, but progress remains questionable, if sufficient direct funding, or private-sector involvement does not come forth.

The Bill gives the West Yorkshire Passenger Transport Executive and the city council the powers to construct and operate the system, which has now been expanded to three lines after the publication of proposals earlier this year (*Coach and Bus Week*, January 23).

Now the development scheme has to attract funding and discussions are continuing with parties interested in promoting the scheme. Both authorities acknowledge that direct Government funding is now unlikely and are anxious to attract private-sector investment to promote the start of Line One into South Leeds, which will cost about £95 million at today's prices.

Revenue from operation of the 16-vehicle line is expected to cover operating costs and make some contribution towards capital costs and the scheme is expected to meet the DoT's criteria for a section 56 grant.

Both authorities believe that the importance of the plans, particularly in alleviating the city's worsening traffic congestion, will make it a high local and national priority. Council leader Jon Trickett claimed that Leeds was being recognised as a major European city.

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When is an 'unsafe' coach safe to move?

QUESTIONS & ANSWERS

Questions on any aspects of coach or bus operation giving you problems should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 0733 62656

Q As required by law, to which you referred in your article on July 3, 1993, I reported accident damage to a PSV. A prohibition (the first in 23 years of operation) was issued as a failed oil seal was discovered to have contributed to the accident.

To remove the prohibition I need a full annual test, but have to get a temporary suspension of the prohibition to move the vehicle. To compound my stress, a heavy handed examiner tested an emergency cut off cable on another vehicle to destruction and then isssued a delayed prohibition. Having no experience at all of prohibitions, I am confused. Surely a vehicle is safe or unsafe, prohibited or not prohibited?

JHA, Lancs

A You may find it helpful to read the HMSO publication on the Categorisation of Defects. It can be purchased at DoT Test Stations. If defects were as black and white as you imply, no vehicle would be allowed to move at all (or only by rigid tow) once a prohibition was placed on it. This would benefit no-one.

Logically, to balance the need to ensure public safety but to allow some mobility, the degree of movement permitted to a vehicle when subject to a prohibition is restricted only to the degree warranted by the particular defect. For example, a broken window may make a vehicle unsafe to carry passengers, but not dangerous to other road users.

While you might need to get a PG9B - the authorisation to move a prohibited vehicle from the scene of an accident, or to take it to a repairers - you should be aware that, once the vehicle is repaired and fit for service, it can be road tested within three miles of where it was repaired, and taken for a pre-booked test at a testing station, without the need to obtain a PG9B.

Q A new service has been started up, operated by a land train. This runs on pneumatic tyres on the public highway and consists of an 'engine' towing three carriages. It has a seating capacity of about 60 and an overall length getting on for 12 metres. It runs to a regular timetable over a three-mile route and carries passengers at a flat fare, picking up at all normal bus stops and also at special stops on roads where buses are not routed.

As this constitutes hire and reward with more than eight passengers, the vehicle should comply with all relevant PSV regulations. However, I understand that the service is not registered with the traffic commissioner and I find it difficult to reconcile this land train's design with construction and use regulations. Is there some special dispensation which allows this operation?

RD, Southend on Sea

A I have been anticipating this question being asked since I first heard of land trains operating along the streets of several seaside towns and other tourist locations. Yes! The Minister can grant a Vehicle Special Order (VSO) under Section 44 of the Road Traffic Act 1988 for special motor vehicles or trailers to be used on the roads for either special purposes or trials. Several authorisations have been given for land trains similar to, and presumably including, the one which you describe.

I know that other operators who find themselves competing with these vehicles that are carrying passengers by road but without need for an operator licence, route registration, compliance with driving hours, and even the PSV levels of vehicle excise duty; are very concerned that the law apparently permits this unequal competition. They have reservations whether VSO's can properly be granted under Section 44 for this type of vehicle, and if so, consider that the VSO should only grant exemption from C & U requirements, ie to make land trains otherwise fully (and fairly) comply with PSV rules and regulations.

Q Three days before a tour departure, the handling agent with whom we had booked the accommodation advised us that our passengers would be accommodated at a different hotel. Where does that leave us with our customers in relation to the package tour regulations?

JR, Humberside

A It all depends on the terms of the contract between you and your customers. Under the package tour regulations you do not have to specify the exact hotel, only its location, tourist category, degree of comfort and main features etc. Another hotel in the same resort could well equal or better anything described in that manner. If the hotel was named in the contract the change would "alter significantly an essential term" you have to, "notify the consumer as quickly as possible" to give him the opportunity of accepting or rejecting the change. The words that I have quoted from the regulations have not been tested in the courts. If the particular hotel itself was the star attraction and formed the purpose of the holiday, its change could perhaps be a significant alteration of an essential term.

Otherwise, if the substitute was of similar quality, I doubt that a court would see it in that light. Similarly, I think a court might accept that, with only three days notice, telling the passengers of the change on departure is as quickly as possible.

But, having said all that, in the final analysis, you are liable to compensate the consumer if the holiday was not to the standard your selling contract promised him.

It is therefore vitally important that your purchasing contract with accommodation suppliers makes them similarly liable to you - so that you can recover compensation from them if their actions drop you in the mire.

MARKSMAN WILL ANSWER MORE QUESTIONS ON OCTOBER 2

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Scania

1983 (Y) SCANIA K112 JONCKHEERE P50, 49 reclining seats + corier, centre sunken toilet, Telma, continental door, radio/PA/cassette, tinted glass, curtains, MoT March 1994.

Daf

1984 (A) DAF SB 2300 DHS PLAXTON 3200, 6 speed splitter ZF gearbox, 53 E type seats, radio/PA/cassette, power door, tinmted glass, curtains Mot May 1994.

BEDFORD

1982 (Y) BEDFORD YNT PLAXTON SUPREME VI 53 seats + courier, double glazed, radio/PA/cassette, MoT 12/5/94

1982 (X) BEDFORD YNT PLAXTON SUPREME V GT 49 reclining seats + courier, tinted g;ass, power door, MoT 24/1093

Leyland

1989 (F) LEYLAND TIGER (CUMMINS L10 - 2500, ZF MANUAL GEARBOX PLAXTON 3200, 53 recliners + 4 standees, double glazed tinted blinds to side windows. radio/pa/cassette, Telma, ABS & chassis autolube, excellent value & condition, MoT's from Nov '93 to Feb '94
2 ONLY REMAINING

1986 (C) LEYLAND TL11-260 5 speed hydraulic gearbox, Berkhof Everest 3.7h/floor, 49 reclining seats, o/s centre sunken toilet, o/s continental door, curtains, choice of 4, 2.
2 ONLY REMAINING

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VOLVO

1987 (D) VOLVOB10M - PLAXTON 3200 (low driver), Telma, 53 Vogel seats and courier, double glazed, curtains, radio/pa/ cassette, part pannier lockers, MoT 1994.

VANHOOL

1988 (E) VAN HOOL T815 ALIZEE H. (CUMMINS L10). 6 speed, ZF gearbox, 49 recliners + courier, o/s centre continental door, o/s centre sunken toilet. Doubled glazed, TV, drinks, radio/PA/Cassette, drivers bunk, maroon curtains, Webasto + Telma.
1 ONLY REMAINING MoT 3/2/94

Toyota

1989 (G) TOYOTA - OPTIMO (6cyl), 18 seats, curtains, power door, current Mo~~SOLD~~

Neoplan

1983 (PP) NEOPLAN-SKYLINER MERCEDES V10 - ZF MANUAL, 77 retrimmed seats + courier, toilet, fridge, water boiler etc. -current MoT.

1985 (B) NEOPLAN JETLINER (DAF 11.67 ENGINE) 6 speed ZF gearbox, 49 reclining seats + courier (retrimmed), sunklen centre toilet, radio/PA/cassette, MoT 30/8/94

1984 (PP) NEOPLAN JET LINER (Mercedes V8 Engine). 6 speed ZF gearbox, 49 reclining seats + courier, off-side sunken centre toilet, off side centre continental door, 2 TV/Videos, drivers bunk Mot 17\3\94

Duple 425

1988 E DUPLE 425- CUMMINS L10, AUTOMATIC GEARBOX, 50 seats + courier, rear sunken toilet, continental door, fridge, drinks machine, MoT 3/1/94.

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ARE there no limits to which some people will go to promote the benefits of top-deck travel? Strathclyde's latest batch of 52 Alexander-bodied Leyland Olympians have impressive seating capacity within their 9.6-metre overall length. So why force the driver on to the roof?

Could it be that 78 seats plus 14 standees is insufficient for Glasgow's bus hungry public? Or is this a new weapon in the on going battle against the competition? It's a well-tried practice going back to the days of sea-battles with pirate ships when there was a distinct tactical advantage in placing a look-out aloft.

Not so much a spy in the cab, but a spy on the roof. Strathclyde's Buses appears to have the opposition in its sights.

Bristol's last bash

INSTEAD of life beginning at 40 it came to an abrupt halt for a Bristol K belonging to South Wales Transport.

The company's only open-top vintage bus was involved in an accident, mounted the central reservation and hit a lamppost. No other vehicle is believed to have been involved. The driver was taken to hospital suffering from minor injuries and shock.

As to the future of this bus a SWT spokesman said: "Obviously the bus is going to be off the road for some time, but the damage is mainly superficial. Our biggest problem will be trying to find replacement parts, as the bus is so old."

On their knees in prayer

"THESE are very smart new buses Mr Churchill. At this rate, how long would it take to replace the whole Strathclyde fleet?"

"Around 15 years, Mr Glennie."

"But I'm sure Alexander could cope with an order for one a day over the next 800 days. Couldn't you Mr Galloway?"

"We'd be delighted Mr Glennie."

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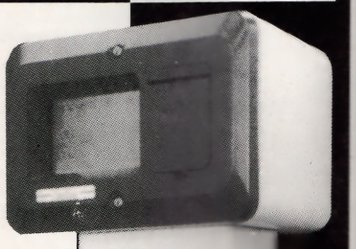

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1989 (F) LAG PANORAMIC DAF DKV, 290 hp, Telma retarder, Webasto, 49 reclining seats, courier seat, centre toilet, continental door, 2xTV/video.boiler, fridge, bunk, double glazing, carpets and curtains, air conditioning ...£76,000

1986 (D) DAF MB200 DKFL VAN HOOL ALIZEE, 48 recliners, centre sunken toilet, boiler, courier seat , video £49,950

1987 (d) IEYLAND TIGER 260 DUPLE 340, 48 recliners, rear sunken toilet, boiler, fridge, video, cont. door.....£39,000

1986 (C) VOLVO B10, CAETANO ALGARVE, 49/53 seats, centre toilet, courier seat, blinds, continental door £41,000

1986 (C) DAF SB23000 DHS PLAXTON PARAMOUNT 32000, 47 recliners, centre sunken toilet, single glazed.....£34,000

1984 P/P DAF MB DKFL VAN HOOL ALIZEE, 48 recliners, servery with every cupboard and boiler and curtains and carpets, courier seat, video.....£41,500

Carole's bad day out

From Carole Day

SIR

Why do we put up with bad and often over-priced coach-parking facilities, when it is the attractions that need us just as much as we need them?

I personally took a tour to Emmerdale, Saltaire and Haworth two weeks ago, and have never experienced such difficulty with coach access and parking.

The area is simply not kitted up for us.

The coach park in Emmerdale - the new one - is a joke, as to access it we have to go up a steep gradient which will damage the underneath exhaust or Webasto pipes on some high-liner vehicles.

In Saltaire the bridge was being repaired, there were no signs on the main road, and we ended up getting wedged for 30 minutes at the town crossroads because parking was being permitted by cars right up to the corners of the roads making it impossible for us to turn left or right.

But far the worst offender was Haworth, whose coach park - the first of two - was nothing short of a joke. It was again built on a steep gradient, which would have damaged the coach on exit, and we had to mount the pavement - on the car park attendant's instructions - to get out.

The access to the High Street was unbelievable for passengers - up a very steep gravel path, with broken bottles, and large, dangerous humps in the rough surface, which caused one of our elderly ladies to stumble.

The coach park, as it was called, had the cheek to charge us £3 for an hour, was not made up and the attendant was unbelievably rude to several of us drivers and couriers - telling us how to drive!

These attractions want the passengers but not the coaches, and we as an industry should boycott all places inadequately serviced - there are so many other places to visit which cater for us so well.

Carole Day MIAB
Senior partner
C&G Coach Services
Chatteris

Main witness called

From Bill Bradshaw

SIR

As the "unbelievably incompetent" administrator who advised the Select Committee about which witnesses to call, I can assure Harry Blundred that I do know the difference between Mayne of Manchester and South Yorkshire Transport (Mainline).

Mr Mayne was indeed invited but, although he submitted written evidence, was unable to come to a hearing.

The purpose of the hearing which Harry Blundred attended was to examine a cross section of operators who had experience of working in the most competitive conditions.

Any such examination had to embrace Manchester or Sheffield. Peter Sephton appeared as a witness but very many other operators gave written evidence which was carefully considered, as is shown in the report.

I realise that winning the approval of Harry Blundred is probably beyond the power of anyone working, even in a temporary capacity, for a public body but I am actively considering whether the addition of a skull and crossbones to my personal coat of arms will do the trick.

Bill Bradshaw
Wolfson College
University of Oxford
Oxford

Highwaymen

From an Oldham operator

SIR

You will visit a seaside or historic town.

The coach will arrive at the town coach park where Dick Turpin - cleverly disguised as a coach park attendant - stops the driver, uttering the modern-day version of "stand and deliver" - "Coach park money, please!"

But when will we get FREE (please excuse the four-letter word) coach parks?

An Oldham operator
Name and address supplied

ROMANSE: Full story not told

From Harry Watson

SIR

Having read the feature "Information Technology at the Sharp End" (*Coach and Bus Week*, August 21) I feel it necessary to address a number of the omissions within an article which claims to review "all the latest developments in passenger information systems."

GEC-Marconi's BUS TRACKER system is quite rightly mentioned in connection with Merseytravel 224 route and is, in fact, one of the latest in a succession of sales for the system.

It, therefore, comes as a surprise to see in the same feature, no mention of the fact GEC-Marconi is also supplier of BUS TRACKER in its "STOP-WATCH" guise to Hampshire County Council for use on bus route sin Southampton.

This particular contract, under Hampshire's ROMANSE project, constitutes one of our largest orders to date. The noticeable absence of GEC-Marconi from your list of technology suppliers I find even more perplexing given that the BUS TRACKER system is UK market leader for bus route operation.

We can only hope that potential customers for our system gleaned their information from the half-page advertisement for BUS TRACKER on the page preceding your feature rather than from your feature itself.

To bring your records up to date I list our most recent contract awards for GEC-Marconi's BUS TRACKER Automatic Vehicle Location and Passenger Information Systems:

London United; Armchair; Surrey County Council; Pan Atlas Leisure; Berkshire County Council; Hampshire County Council.

Harry Watson
General manager GEC Traffic
Marconi Electronics Limited
Borehamwood
Herts

CBW CLASSIFIED WORKS. DON'T DELAY, PHONE TODAY

The CA should belt up

From RW Bainton

SIR

The letter from Derek Prentice (Coach and Bus Week, September 4) is perhaps a good example of how much the Consumers Association is, in fact, out of touch with many of the items on which it is supposed to be reporting.

It certainly gives the impression that Mr Prentice and his colleagues are car users/drivers and seldom, if at all, ever travel by coach or bus.

I recall that about 20 years ago, or earlier, a report was published in their magazine on the introduction of driver-only operated buses in London.

They completely missed the point and reported on a completely biased view from the point of view of a car driver and got their findings wrong - and the seatbelt issue appears to be on the same lines.

I have been using coaches and buses extensively for over 40 years in Britain, Europe, the USA and Canada. To me coach seatbelts are unnecessary and I would not wear one and, I believe, nor would most other coach users.

They are not necessary as a coach is not a fragile tin box like a car - most injuries are caused by collisions and accidents which a seatbelt would not prevent if worn.

The type of belt fitted (or to be fitted) is a lap belt, which is not easy to use or fasten and is very restricting for coach travel - but not where it might be of more use - ie the upper part of the body.

In a coach, a lap belt might be a hindrance in a bad collision or fire. Legislation to make them mandatory would be difficult to control - their use (or not) could not be detected from outside the coach - and once the coach has stopped or left the highway the belts could legitimately be unfastened.

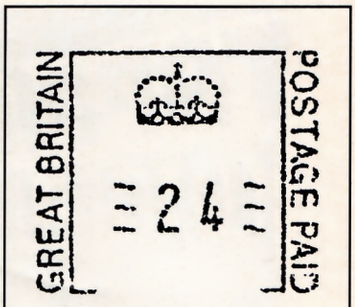
I agree with Mr Render of National Express and would add that passengers would prefer coach operators to fit coaches with items thought only as being money wasters by Mr Prentice. No doubt coach operators, too, would prefer to buy items to attract custom.

Coach travel is one of the safest modes of transport and with perhaps only a few exceptions this contrasts with car travel, where drivers are bad mannered, bad tempered and often incompetent.

Perhaps the Consumers Association would do better to provide reports on the standard of driving, the faults and mindless actions of those drivers in an attempt to improve the situation.

The safety of travel can only be improved a little as far as coaches are concerned, but a vast improvement is required by other road users including some pedestrians. Let us use money to make travel safer and reduce injuries.

RW Bainton
Shipley
West Yorks



Write to: The Editor, *Coach and Bus Week*, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough, PE11DS, or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.

THIS WEEK'S USED VEHICLE SELECTION

86 (C) DAF MB PARAMOUNT 3500. 51 recliners, rear toilet, continental door **£54,500**

89 (F) TOYOTA OPTIMO I. 21 seats, power door, tinted windows **£26,950**

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89 (F) DAF SB 2300 DHS - ALGARVE. 53 recliners, courier seat, power door, tinted windows **£64,500**

86 (C) BOVA FUTURA FLD. 53 seats, double glazed, power door **£55,000**

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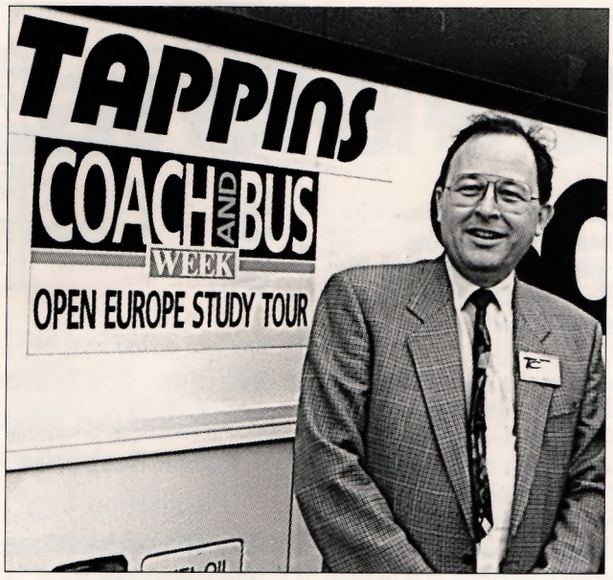

Paul Tappin has put an impressive package together

Come to the show

Coach and Bus Week has teamed up with Tappins Coaches to give readers the chance to visit next month's Kortrijk coach and bus show which promises all that is new on the European scene. Mike Morgan explains what is on offer

OUR first European study tour with Paul Tappin was such a success that we had no hesitation in booking a second to give readers the perfect opportunity to visit the Kortrijk show. But we wanted to make good use of our time across the water so with Paul's help we have put together a package which includes a visit to one of the Netherlands' premier coach operators, De Jong, Dutch coach and bus bodybuilder, Berkhof, plus our finale at the top European PSV show at Kortrijk.

It gives you the reader an exclusive chance to view and discuss with local experts the problems of European operation, design and construction of coaches and buses, and see at first hand all the latest vehicles from Europe's leading manufacturers. We have already announced that Bova is to unveil its new 65-seater Futura as European manufacturers, led by Neoplan, stretch the definition of a coach to 15-metre high-capacity luxury vehicles.

Ernst Auwarter will unveil its MAN-based Diamant and its 52-seat body on Mercedes-Benz 0.404-based Eurostar.

Meanwhile, Drogmoller will be celebrating the 10th anniversary of its Eurocomet E330H in 1994. The German company says its designers have not been resting on their laurels.

Technical progress and findings in the field of ergonomics have been studiously applied; safety and performance have been further developed and the best use has been made of feedback from customers.

The result is a mature and improved tourist coach whose special feature characterised by the window line rising from rear to front combined with theatre seating gives it its unmistakable look.

An anniversary edition with integrated air-conditioning is promised.

These are just a few tasters of what is in store. Visitors to Kortrijk can expect a stimulating and inspirational view of coach and bus travel on mainland Europe, but you will have to go to the show to see for yourself because you can be sure that most exhibitors are keeping their secrets under wraps

We depart from London on Thursday October 14, 1993 and return on Saturday October 16. The study tour special total package price starts at £150 per person, including transport by executive coach throughout; return ferry crossings; overnight ferry and hotel accommodation.

Friday is devoted to exclusive visits to De Jong Tours of Rijsoord near Rotterdam and Valkenswaard where Berkhof employs around 350 workers in its coach building plant.

After spending the night at the Holiday Inn Expo Hotel, Ghent we then travel to Kortrijk for the 1993 coach and bus show. This biennial event is widely recognised as Europe's leading fair for the world of passenger transport. In 1991 it attracted world-wide attention with no less than 18 world premieres.

Don't forget, this is more than a business trip. It is an opportunity to meet fellow operators and take a well-earned break from the daily grind. So come along and enjoy yourself.

Accommodation on the study tour is very limited and is offered on a "first come - first served" basis.

There is a reduction for shared occupancy of rooms if requested at the time of booking. Bookings plus full payment must be sent to Paul Tappin at the address on the booking form not later than Thursday September 30, 1993.

ITINERARY

The second Coach and Bus Week study tour into Europe is for readers to further their knowledge of the European coach and bus scene. Visit a major Dutch coach operator, check out one of Europe's leading manufacturer's factory and finally visit the leading mainland European coach and bus show.

THURSDAY OCTOBER 14

Depart from London Victoria Coach Station at 6pm for the drive out of London through Kent passing its famous apple orchards and Oast houses direct non-stop to Sheerness and the Olau Line docks to join the Olau Britannia for the full night crossing to Holland.

The ship is more like a cruise liner and features a wide choice of food outlets from a five-star restaurant to a self-service cafeteria, bars with entertainment, duty-free shops, casino, disco, swimming pool and cabin accommodation.

FRIDAY OCTOBER 15

Arrival in Vlissingen on the Dutch/Belgian border is at breakfast time where we rejoin our coach for the short drive across the dykes and poulders the Dutch are renowned for, including the longest bridge in Europe, to Rotterdam and a morning visit to De Jong Coaches to explore Dutch views on the Open Europe and cross-border traffic. Late morning we leave De Jong for the drive south east towards Eindhoven, stopping for lunch enroute.

The afternoon features a visit to the Berkhof coach body builders factory at Valkenswaard, just south of Eindhoven.
Late afternoon sees you heading across the

SELL, SELL, SELL IN CBW CLASSIFIED

Belgian border to Ghent and the Holiday Inn Expo Hotel for an overnight stop.

SATURDAY OCTOBER 16

After breakfast we depart from Ghent for the short journey to Kortrijk and the biennial European Coach and Bus Fair to make a long morning visit to inspect the latest developments in the coach and bus industry Europe wide. We continue after a late lunch to Calais arriving in time to join the 4.15pm P&O sailing to Dover.

The crossing takes 75 minutes and arrival in Dover is timed at 5.30pm.

Then it is homeward to London Victoria arriving approximately 8pm.

PRICE AND INFORMATION

£150 per person sharing a twin cabin and twin hotel room.
£175 per person sharing a twin cabin with a single hotel room.
£225 per person in a single cabin and single hotel room (limited numbers).

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1. Round trip coach travel to London.
2. Return sea crossings Sheerness/ Vlissingen - Calais/Dover.
3. One-night bed and breakfast hotel accom modation.
4. Visits to De Jong Coaches and Berkhof Coachbuilders.
5. Entrance to Kortrijk show.
6. All European road tolls.

All reservations are subject to Tappins Coaches standard booking conditions contained in its summer 1993 coach holiday brochure.

De Jong profile

DE Jong Tours of Rijsoord, the Netherlands, is a family- owned business which has been trading since January 8, 1923.

On our study tour visit we shall meet assistant director Albert Boorsma who will explain the scope of the company's operations. Annual turnover is over £7 million, which is split between three equal operations.

De Jong is close to Rotterdam harbour, where much of its contract work is split between local companies such as Shell, and school contracts in the city. An associated company is De Jong Intra Vakanties, where 40 coaches carry 200,000 passengers a year to hotel and self-catering holidays throughout Europe (including the UK). The last part of the company services domestic private hire work by way of day trips, social events and weddings etc.

De Jong operates around 100 coaches (including a VIP coach and a specially adapted disabled coach) and 25 minibuses.

However, Mr Boorsma says regular public transport (local bus services) may be a target for De Jong in the not too distant future. He said: "Deregulation and tendering is a big issue in the Netherlands and I have already visited the UK to learn from your experience."

Our study tour will visit Berkhof's Valkenswaard coach building plant

Berkhof profile

BERKHOF Group is the largest coach and bus builder in the Netherlands, with sites at Valkenswaard and Heerenveen. The *Coach and Bus Week* study tour will visit Valkenswaard where Berkhof builds coaches. It employs around 350 workers and the plant has an annual capacity of 350. Coaches for between 30 and 83 passengers are constructed under the Excellence name, including those sold through sole UK agent, Q-drive subsidiary AVE Berkhof of Bracknell.

Berkhof Heerenveen builds buses, including articulated and low-floor vehicles.

12th European Coach and Bus Fair

THE 12th European Coach and Bus Fair of Kortrijk (Belgium) will take place from October 15-20 at the Kortrijk Halls.

The official opening and press day will be October 14. There will also be representatives of tourist offices and associations, in addition to exhibitors of buses, coaches, chassis and accessories.

The exhibition is preceded by the European *Coach and Bus Week* of Kortrijk, the election of the Bus & Touring Coach of the Year 1994, and a number of meetings devoted to aspects of public transport and tourism.

This biennial event has developed into Europe's leading fair dedicated to passenger transport.

In 1991 this fair was attended by over 17,000 visitors from 64 countries, when no less than 18 world premieres were exhibited.

BOOKING FORM

COACH AND BUS WEEK KORTRIJK TOUR 1993

Return this form to Paul Tappin, Managing director, Tappins Coaches, Station Road, Didcot, Oxfordshire OX11 7LZ. Tel 0235 812127 or fax 0235 816464.

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NAME	**POSITION**
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Cheques for £150 per person based on two people sharing a cabin/room, or £175 for sharing twin berth cabin on the ferry and single hotel room, or £225 for single cabin and single room, should be made payable to Tappins Coaches.

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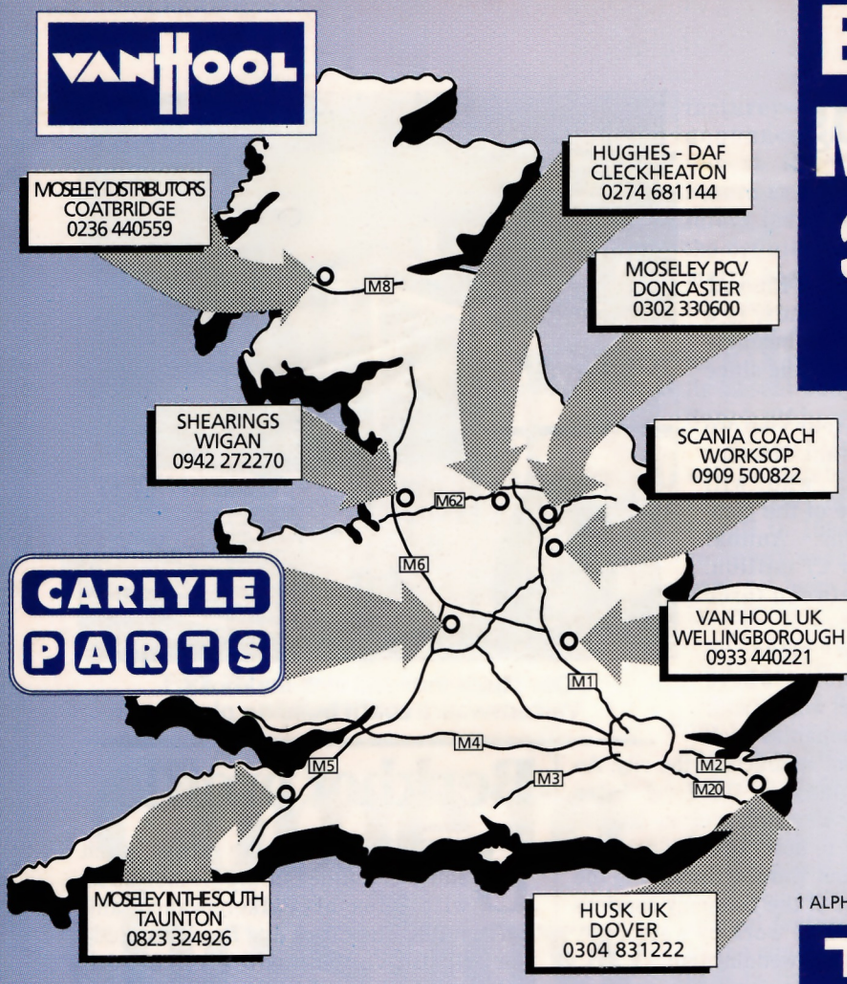

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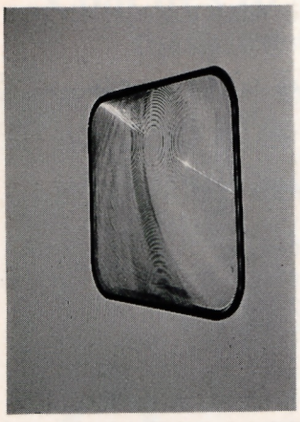

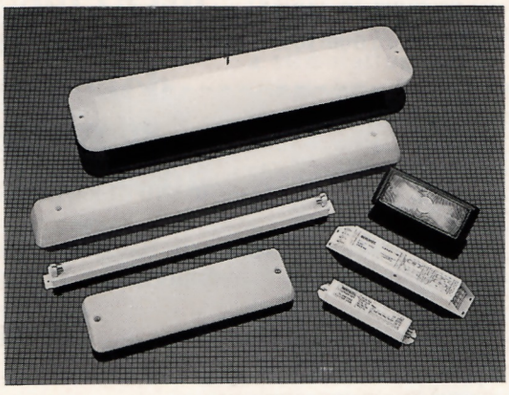

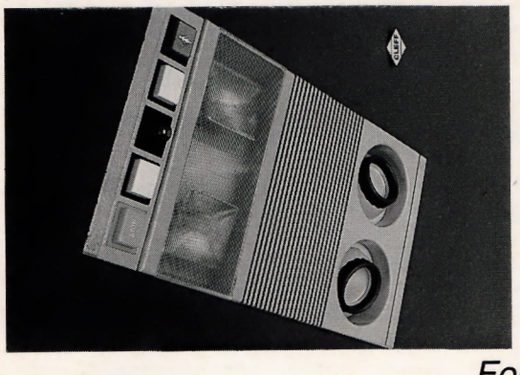

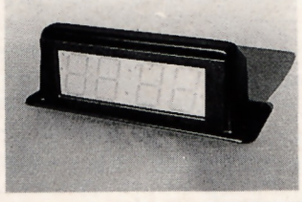

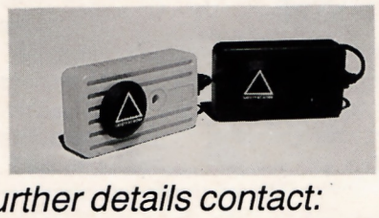

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SHOP OWNERS ARE HOPING THAT THE CROWDS WILL FLOCK IN THIS CHRISTMAS

Will it be jingle tills this year?

With the green shoots of recovery beginning to sprout, will it be a boom time in the shops this Christmas? WILLIAM GOLDEN investigates

The imaginative design of the Meadowhall shopping complex

CHRISTMAS shopping is a battleground most people dread and try to refrain from entering until the last minute.

But each year the rush seems to start earlier and earlier as comic scenes are played out up and down the country. These generally involve two women of a certain age who meet in a large department store.

"Ready for Christmas?" says the first woman.

"Oh, don't talk to me about Christmas! I haven't even thought about it yet." This from the second woman who invariably is laden with enough food and carrier bags to supply a small orphanage. A few more general moans and they part and head off to buy more useless stuff.

Bread, in particular. It is a mystery why people buy so many loaves over the festive period. Do they kidnap anybody foolish enough to come to the door and force-feed them turkey sandwiches?

As you may have deduced, I am not a great fan of Christmas shopping, but if it has to be done, a visit to a shopping centre seems a logical alternative. The Eighties saw a boom in these out-of-town complexes. Here is a selective guide to what is on offer at some of the better-known centres.

The **MEADOWHALL** complex near Sheffield in South Yorkshire was voted best shopping centre in Britain in 1992 and 1993 by retailers in an *Estate Times* survey.

Built on the site of closed-down steelworks, Meadowhall has five themed areas under one roof, with 223 stores on two levels. Fashion shows, promotional events and street entertainment add to the atmosphere.

There's the High Street, Park Lane, Market Street, the Arcade and the Coca-Cola Oasis, which is a spectacular Mediterranean-style food court complete with a 48-screen vidiwall.

As for choice of shopping, department stores such as Marks and Spencer, Debenham's, Sainsbury's and the House of Fraser stand alongside smaller, more specialist shops.

Coach operators will find Meadowhall easily accessible. Leave the M1 at Junction 34 whether travelling north or south. There is parking for 300 coaches. Facilities for drivers include a courtesy suite, pool room, television and video, vending machines, telephones, toilets and showers. Free meals and refreshments are available from some Coca-Cola Oasis outlets.

Shoppers may use a heated waiting room with vending machines, baby care facilities and a creche for children from two to eight. There are plenty of restaurants, fast food outlets and cafes.

Meadowhall opens at 9am daily and stays open until 8pm on Monday to Thursday, 9pm on Friday and 7pm on Saturday. For information on coach and party bookings, call Traveline on 0742 568856. For a coach driver's travel pack, call marketing and promotions on 0742 568800.

Thurrock Lakeside is a top retail and leisure centre

Head south and you will come to the **THURROCK LAKESIDE** shopping complex in Grays, Essex, one of the best retail and leisure centres in the south.

Palm trees, scenic lifts and water features set the scene for a restful trading environment for five department stores and more than 300 other retailers. Brompton Walk is a recreation of a Victorian shopping arcade, while the Lakeside Pavilion houses arts, crafts and specialist retailers, plus some restaurants and cafes.

Other facilities include a playgroup for three to eight-year-olds, a seven-

➔

COACH TOURS AND EXCURSIONS

Christmas fun at The MetroCentre, Gateshead

Time out to see the singing clock!

THE MetroCentre in Gateshead is Europe's largest out of town shopping and leisure centre. Plans are well under way for this year's Christmas decorations, which are expected to attract up to six million visitors in November and December.

This year's theme is a traditional Victorian one. The forty foot tree in Town Square One will again be the focal point.

A new attraction will be a giant animatronic clock which both talks and sings!

The clock will sit at the top of a tower where Father Christmas will take up residence on November 20.

The Christmas lights will be switched on on November 9 and, during November and December, shoppers will be serenaded by local bands and choirs.

Shoppers will find many well known High Street names among the MetroCentre's 360 shops - Marks and Spencer, Argos, C&A and the House of Fraser among them. Also, the centre's four themed areas - the Antique Village, Roman Forum, Mediterranean Village and Garden Court - have specialist shops offering unusual gifts.

Shoppers can choose from 50 restaurants and food outlets and they can also visit Metroland, Europe's only indoor theme park. If they want to stay overnight, the Marriott and Newcastle Moat House hotels offer special breaks from as little as £18 a night.

The centre's coach park can accommodate up to 350 vehicles at any one time. There is a discount luncheon voucher scheme for drivers and coach park facilities include rest rooms and a lounge with colour television and tea and coffee making machines.

Discount voucher books are available for tour operators to offer to potential customers when organising trips to the MetroCentre. For more information, call Karen Carr, the MetroCentre promotions manager, on 091 493 2046.

The MetroCentre is on the A1, the main north-south route through north east England, and is just three miles from Gateshead and Newcastle upon Tyne.

Will it be jingle tills this year?

screen cinema and a restaurant in a replica Mississippi Paddle Steamer on the Alexandra Lake.

Lakeside's Christmas decorations will be lit up by November 3. Lakeside is open until 8pm from Monday to Thursday, 9pm on Friday and 7.30pm on Saturday.

It is clearly signposted from Junctions 30 and 31 of the M25. Direct access is provided by the A13, A136 and West Thurrock Way. There are parking places for 250 coaches. For more details call the centre management office on 0708 869933.

Travel south down the M1 and turn off at Watford and you will find the **HARLEQUIN**, a shopping centre covering ten acres in the heart of the town at the lower end of High Street.

The two-level centre has about 150 retail outlets, many of them familiar High Street names. There are facilities for the disabled, baby rooms, a playgroup open during shopping hours and a food court seating up to to four hundred people.

The Harlequin complex opens from 9am to 5.30pm on Monday, Tuesday, Wednesday and Friday, from 9am to 8pm on Thursday and from 9am to 6pm on Saturday.

It is only a few minutes from Junction 20 of the M25 and Junction 5 or 6 of the M1. Coach parking is limited so it is important that operators book beforehand to reserve a place.

For more details, call the centre management office on 0923 250292 or fax 0923 817544.

If you are planning a shopping trip to London, then one of the two obvious centres is **BRENT CROSS**, which welcomes coaches and can accommodate a substantial number even at weekends, in a coach-dedicated park. Brent Cross is off the southern end of the M1. The other is **OXFORD STREET** in the West End.

The Oxford Street lights will shine as usual and Selfridges, the big department store, is taking the BBC series The Animals of Farthing Wood as the theme for its grotto. The display will feature ten lifesize scenes which follow the animals on the travels from their woodland home.

The grotto will be on the third floor and entry is free. Children will be able to visit Father Christmas and Selfridges' own personality, Uncle Holly. The store is open from 9.30am to 7.30pm Monday to Saturday (8pm on Thursday. The nearest coach parking is in Park Lane.

If you are out and about in the Midlands, then head for **FOSSE PARK** in Leicester, which boasts one of the largest Marks and Spencer stores in the Midlands alongside a host of other, well-known High Street stores.

Fosse Park is near to the M1/M6 motorway junction. Follow the signs for the A46 to Leicester at the motorway exit and Fosse Park is signposted at the next roundabout.

There is a cafe, baby changing and toilet facilities and easy access for the disabled. The centre is open until 8pm nightly (9pm on Friday). For more details, call 0533 630603 or fax on 0533 630699.

Elegance is the key to the **SHIPGATES SHOPPING CENTRE** in Bolton. The original Victorian facade has been retained and it houses an up-to-the-minute complex dominated by a huge atrium.

As well as high-class shops, the centre has a sports hall, while the Athena and Music zone provides art and musical entertainment. and if you fancy a break, you can have a snack or a cup of coffee in Dutch Delights.

Bolton is easily accessible via the M61 and M62 motorways. For more information, call 0294 380673, or fax on 0204 380941.

Happy shopping!

Take a hop across the Channel

IF you want to beat the Christmas rush and catch your turkey early, then it's all aboard the Sally Line which is running cut-price shopping trips to Dunkirk.

From October 1, coach operators will be able to offer customers a ferry crossing, a trip to a hypermarket and a midnight meal, all for just £14 a head.

Departures are on the 4pm sailing from Ramsgate and customers will be able to shop until 10pm before enjoying a three-course smorgasbord meal on the 23.59 return crossing.

For more details, call Sally Line's Group Reservations on 0843 591515.

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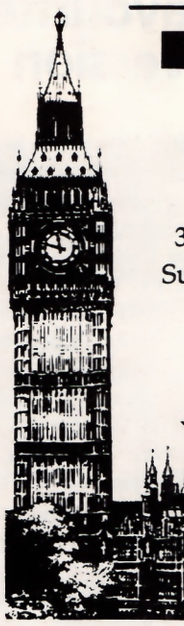

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Exhibition to promote writers and houses

A TRAVELLING exhibition promoting writers and their houses is to tour the country for two years.

Publishers Hamish Hamilton opened the exhibition at the Edinburgh Festival and it coincides with a comprehensive book detailing the homes and areas of Britain's great writers.

The book contains 49 eminent writers with over 250 photographs and a gazetteer containing addresses, directions and visitors times.

Hamish Hamilton marketing director Karen Gearey said: "The book contains comprehensive details on visiting and booking. There is great potential for organising area tours to cover a number of authors and the areas where they lived."

A tour of Cumbria opens up Wordsworth country and covers the homes of other eminent writers such as John Ruskin and Beatrix Potter. In London the homes of Keats and Dickens are open to tours and individual visitors.

Leading personalities and authors have been commissioned to write guides to 49 authors, giving authoritative accounts for the general reader as well as operators.

P D James reviews Jane Austen's Hampshire, actor Tim Piggot-Smith outlines Shakespeare and Stratford-upon-Avon and Cumbrian broadcaster Melvyn Bragg tackles Wordsworth .

For further details contact Hamish Hamilton press office on 071 416 3100.

Bombings hit London shows

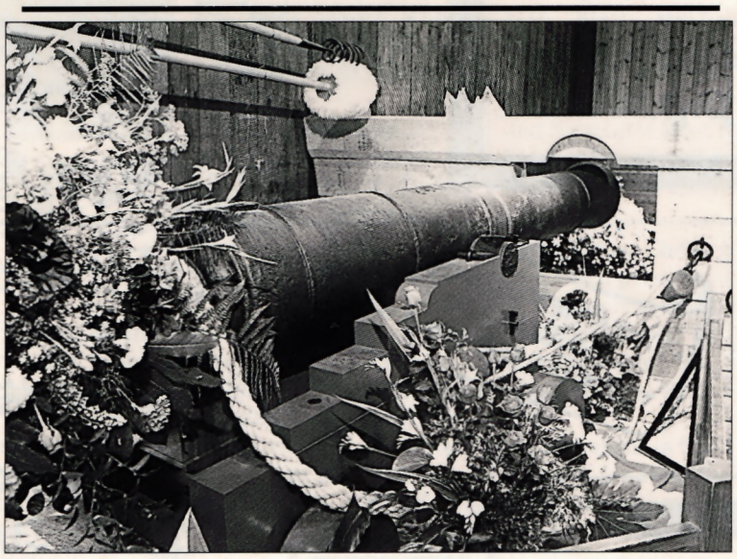
IRA bombings in London have been cited as the single most significant factor in falling attendances at shows in the West End.

The Harrods bombing in January saw a sluggish start to the year and the pattern was repeated after the April explosions in the City.

In the week after the bombing, audiences fell by six per cent, by nine per cent in the second week and six in the third week.

However, the Society of West End Theatres said it was a familiar pattern and recorded a small rise in attendance by the end of April.

In the first six months of last year five million people visited the West End but this year attendances were down 150,000, which was seen as a manageable fall in difficult circumstances and still 0.2 per cent higher than 1991.



Dockyard 'guns and roses'

FLOWER festivals are not always associated with naval dockyards, but Chatham is to have its sixth annual display this October.

The historic Kent dockyard will attract dozens of floral displays among the muzzle-loading ship's guns of the ordnance collection.

The flower festival is arranged by Gillingham Flower Club, which uses the dockyard's exhibits to create imaginative displays.

The shows takes place between October 1 and 3 and passes are valid for all displays at the 80-acre working museum.

For further details phone Sue Hudson at Chatham Historic Dockyard on 0634 812551.

Queen to open newly refurbished museum

A MULTI-MILLION pound refurbishment of the National Museum of Wales is to be unveiled by the Queen on October 15.

A £26 million courtyard development and six new galleries will be central features of the Cardiff-based museum.

New coach drop-off points have been placed outside the entrance and a new 200-seat restaurant has been built.

Presentations, including natural history in Wales and the evolution of Wales, claim to be among the most innovative and thrilling in the UK.

The new art galleries will house the world-renowned Davies collection of French Impressionist Art. Pre-booked parties of 20 or more get a 20 per cent discount on the two-pound entry fee, with free restaurant meal.

For further details phone National Museum of Wales 0222 397951.

Old favourite: new version

THEATRE Royal Bath is presenting a new production of South Pacific as part of its pre-Christmas programme.

One of the world's longest running musicals is to be presented by Bath Light Operatic Society, which has previously produced Oklahoma at the theatre.

Chichester Festival Theatre's production of the Matchmaker will be transferred to Bath in November. The play was the basis for the musical Hello Dolly and this production features Prunella Scales.

Stars of the television comedy Keeping Up Appearances Patricia Routledge and Clive Swift are to star in a leading comedy, Mr and Mrs Nobody.

For a full programme and booking details contact Anna Farr Theatre Royal Bath on 0225 448815.

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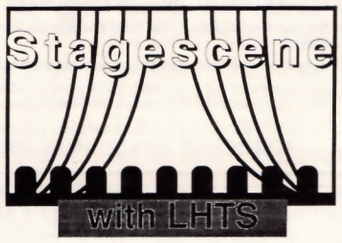
Three new shows open in West End



A **SLICE of Saturday Night, Carousel, and Hair** have all opened in the past week to excellent review and, judging by the advanced bookings, these shows should run for a long time yet.

A Slice of Saturday Night, which has opened at the Strand Theatre, is full of brilliant nostalgic sixties music. It stars Dennis Waterman as an ageing disco owner.

Carousel, which is one of Rodgers & Hammerstein's greatest and best-loved musicals, is at The Shaftesbury having played earlier in the year to packed houses at The Royal National.

The show has some of the greatest music ever written for the stage - songs such as "June is Bustin out all over" and "You'll never walk alone".

Hair, that seminal musical of the hippy generation, has opened at The Old Vic. It stars John Barrowman, who has appeared in Phantom & Saigon, and Paul Hipp, who was the original "Buddy" when it opened at the Victoria Palace.

For a really good laugh keep an eye on the 18th Century comedy **She Stoops to Conquer,** directed by Peter Hall. It opens at The Queens Theatre at the end of October and stars David Essex and Donald Sinden.

A new booking period has just opened for Andrew Lloyd Webber's **Sunset Boulevard**.

Something new for next year - word has it that Jonathon Pryce (of **Miss Saigon** fame) is odds-on favourite to play Fagin in **Oliver**.

Tony Hess

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Albery	Separate Tables	Play
Aldwych	An Inspector Calls	Play
Apollo	Forever Plaid	Musical
Cambridge	Hot Stuff	Musical
Apollo Victoria	Starlight Express	Musical
Comedy	Marvin's Room	Play
Dominion	Grease	Musical
Drury Lane	Miss Saigon	Musical
Duchess	Don't Dress for Dinner	Comedy
Duke of York's	Oleanna	Play
Fortune	The Woman in Black	Play
Garrick	On The Piste	Comedy
Globe	Present Laughter	Comedy
Haymarket	Lust	Musical
Her Majesty	Phantom of the Opera	Musical
London Palladium	Joseph	Musical
Lyric	Five Guys	Musical
New London	Cats	Musical
Old Vic	Hair	Musical
Palace	Les Miserables	Musical
Phoenix	Blood Brothers	Musical
Playhouse	It Runs In The Family	Comedy
Prince of Edward	Crazy for You	Musical
Prince of Wales	City of Angels	Musical
Queens	Much Ado About Nothing	Play
Shaftesbury	Carousel	Musical
St Martins	The Mousetrap	Play
Strand	A Slice of Saturday Night	Musical
Vaudeville	Time of my Life	Comedy
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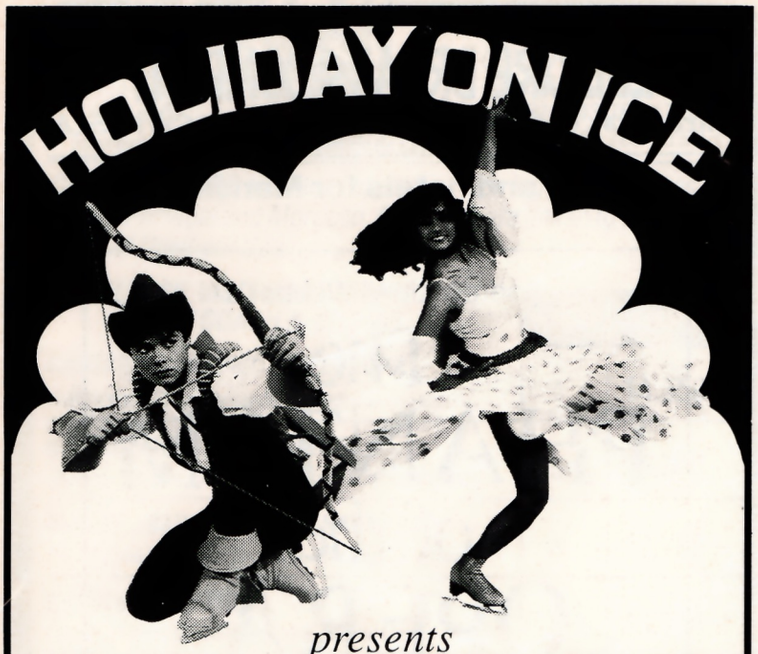

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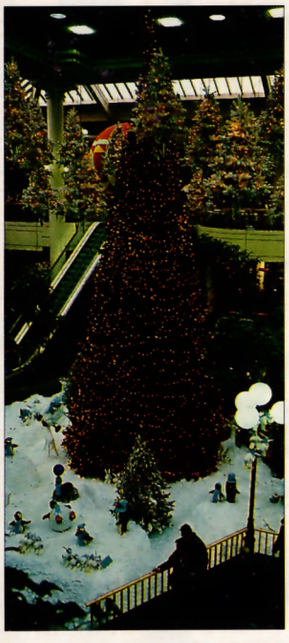

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COACH TOURS AND EXCURSIONS

●●● News, views, venues and discounts for the coach tour operator ●●●

Hamburg is venue for trade show

HAMBURG is to host the first North German Tourism and Trade Show on October 25 and 26.

More than 130 exhibitors from the North German states of Lower Saxony, Schleswig Holstein, Meklenburg and Western Pommerania as well as the major cities of Bremen and Hamburg will be promoting their attractions.

Lectures, seminars and discussions have been arranged to highlight the distinctive aspects of Northern German packages.

Four post-convention tours have been laid on for operators to experience the area's attractions at first hand.

For booking details and further information contact Martin Haynes on 0494 791179.

Town publishes operator guide

THE Gloucestershire Borough of Tewkesbury has produced a comprehensive guide aimed at coach and tour operators.

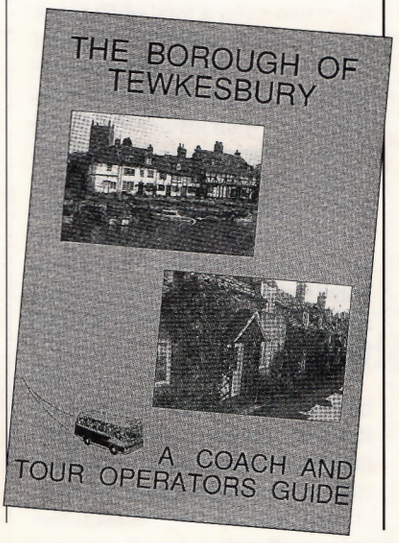
The picturesque mediaeval town is situated at the confluence of the Rivers Severn and Avon north of Cheltenham and accessible from the M50 and the M5.

The guide contains a guide to annual events from March to October including the Tewkesbury carnival in July and the vintage steam gala in October.

A listing of local sights, hotels and places of local interest is provided to enable operators to plan their own itinerary with the aid of a tourist helpline.

Guided tours around the town's famous abbey can be arranged as can trails around the historic part of the town.

For further inquiries contact Tewkesbury tourist helpline on 0684 292277.



Fontwell is the top TIC

SOUTH East England Tourist Board's best information centre award has been won by Fontwell in West Sussex, for the second year running.

Regional PR and information manager Gillian Pope said: "The awards reflect all that is best in the region's tourist information centres, a warm welcome and a friendly and efficient response to visitor's inquiries from professionals and well-trained staff."

The presentation ceremony is to take place in December and is to be sponsored by tour operator, Golden Gateway.

Golden Gateway managing director John Tremlett said: "My company is delighted to once again be associated South East England Tourist Information Network in the presentation and sponsorship of these well deserved awards."

COACH TOURS & EXCURSIONS COACHES COACH TOURS & EXCURSIONS

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Saved by fleet e

THE condition of buses operated by C&M Travel of Aintree had been giving increasing cause for concern over a period . However, since the company had appointed an experienced fleet engineer, it ought to be given time to show it could put the situation right, said North Western traffic commissioner Martin Albu at a Manchester disciplinary inquiry.

The commissioner decided to take no action against the company's licence, other than to issue a formal warning. DoT vehicle examiner John McDonald said he had carried out a maintenance investigation in June after a number of previous adverse maintenance reports and written warnings.

At the time the company was operating 40 vehicles out of a possible 50 discs authorised. It was issued with written warnings about its maintenance standards in 1991 and July 1992, the latter following a maintenance investigation and the issue of five prohibition notices. Despite assurances, vehicle condition had not improved to a satisfactory level when he visited the company in June. Two immediate and three delayed prohibitions were issued.

Since the licence was granted there had been a total of 50 prohibitions issued, said Mr McDonald. Complaints had been received from Merseytravel regarding the company's vehicles not displaying O-licence discs and vehicle excise licences. A Mr Langdon had just been employed as fleet engineer. He had had every confidence in Mr Langdon but the resources must be made available to him and he must be allowed to manage the fleet.

Mr McDonald said he thought the company needed to stabilise its staff. Inspection records had been completed until February 1993, when they ceased to be kept.

The records that there were identified defects needing attention. These were not being repaired and were appearing on the next inspection sheet. The company's assurances that matters would improve had lost credibility and the situation could not continue to be reviewed indefinitely.

In reply to the commissioner, Mr McDonald said the nature of the defects found suggested that expenditure was needed on parts, for example new air compressors.

Remedial work was being done but the part was not being changed. The company had also been sent a large number of letters about excessive black smoke.

Managing director James Grant said they knew there had been problems and they had been gradually getting worse. They had advertised for a new engineer and were lucky in employing Ray Langdon, who had 30 years experience in the business.

He had been with the company for some four months. They had replaced 12 compressors, eight engines, 12 fuel pumps, and a number of gearboxes and steering parts.

Mr Langdon had given them certain advice and that had been acted upon. A five-year plan has been drawn up to standardise the fleet. They had disposed of all

New systems at C&M

On his own

MICHAEL Pearson, of Old Whittington, Chesterfield, has been given a chance to "go it alone" by North Western traffic commissioner Martin Albu.

Mr Pearson, who had applied for a new national licence authorising the operation of one vehicle, told a Manchester public inquiry he was currently employed in the industry.

The gentleman he was working for was retiring due to ill health.

That meant he either had to go to work for somebody else or try himself. He had acquired a vehicle, which had been used under his employer's licence. The vehicle was to be inspected at four-weekly intervals. Daily checks would be carried out in between inspections and any defects rectified.

A duplicate book was kept in the vehicle to report defects.

Asked how he accounted for a prohibition notice issued to the vehicle, Mr Pearson said that on the day the vehicle received the prohibition it was booked in to be inspected. As the vehicle examiner checked the brakes, "one of the brake chambers blew".

Mr Albu said that, if the vehicle had been properly maintained, it would not have got into that state.

Mr Pearson said he was not the operator of the vehicle at that time. He pointed out that it had been due for its monthly inspection.

Saying he was prepared to give Mr Pearson a chance by granting a licence, Mr Albu warned he must be careful with maintenance and make sure he kept to the vehicle examiner's recommendations. The vehicle examiner would be round to see Mr Pearson in a few months.

Operato narrowl

IN upholding the revocation of the O-Licence held by Leicester-based Rafikali F Sayani, the Transport Tribunal indicated it had been minded to order Mr Sayani to pay the costs of the appeal, but had been persuaded not to because of his "financially straitened circumstances" resulting from the loss of his licence.

The two-vehicle licence held by Mr Sayani, trading as Salimar Travel, had been revoked on maintenance grounds by Eastern deputy traffic commissioner Ian Fowler.

Mr Sayani had been sent a warning letter about maintenance in June 1991. A maintenance investigation was carried out in September 1992. The vehicle examiner found the vehicles in an unsatisfactory condition; the maintenance system inadequate; and the maintenance records not in order and not matching the condition of the vehicles.

He considered maintenance standards had deteriorated. He referred to one occasion in particular when repairs to a vehicle were ineffective. Apart from one question about the hinge on a door, Mr Sayani had no questions to put to the vehicle examiner.

Asked why he had had difficulty in maintaining the vehicles in good condition, Mr Sayani said he had no explanation other than that the firms who had carried out the work had proved to be unsatisfactory.

'The whole picture was an indication of a lack of appreciation on Mr Sayani's part of the seriousness of maintaining his vehicles in a proper condition'

The deputy commissioner ascertained that the business was to do with school contracts.

In his decision, the deputy commissioner said that, despite

SINGLE AND DOUBLE DECKERS ARE IN CBW CLASSIFIED

engineer

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR BY MICHAEL JEWELL

avel 'very professional'

their coaches and double deckers and were now concentrating on their stage carriage work. A full fleet inspection had been carried out to identify problems. They had terminated the employment of some staff who were not suitable and recruited new people, all of whom had a PCV background.

They had increased pay rates to provide for continuity among the staff. New garage equipment had been purchased.

The engineering department was now much more effective, as could be seen by the general standard of the vehicles, maintained Mr Grant. Currently, they had 45 vehicles in possession and were in the process of purchasing a further six. They required 51 vehicles to run a fleet of 40 on the road, the number they required to operate their local services.

Mr Langdon said he had joined C & M Travel after being made redundant by Merseybus. Changes had been implemented and they were in the process of raising the standard of the fleet.

Since he had been there, 16 vehicles had been put through their annual tests and the pass rate needed to be improved. Consequently, he had introduced a revised MoT procedure.

The system now was that the foreman identified defects on the vehicle and then checked the vehicle after rectification work to make sure all the defects had been repaired properly.

"If I say a vehicle does not go on the road it does not," said Mr Langdon. He was in charge of the maintenance budget. All major parts were being replaced so they did not need replacing for some time to come.

Inspection periods had been reduced to five weeks and the vehicles were checked daily. If the inspection period proved to be too long, it would be reduced further.

Mr McDonald said he had visited the company a fortnight ago and the systems Mr Langdon had introduced were very professional.

Mr Albu said clearly there had been continuing problems but it appeared Mr Langdon was starting to get things under control. The licence was due to be renewed at the end of next year, which would allow him to review the situation at an early date. He warned that action might be taken against the company if there were further problems before the end of next year.

Licence is upgraded and increased

SHEERNESS-based Timothy Lambkin, trading as Tim's Travel, has had his national licence upgraded to an international one at a London public inquiry. In addition, the authorisation on the licence was increased from three to six vehicles, with a condition that one vehicle not exceed 16 passenger seats and one vehicle not to exceed 19 passenger seats.

r loses revocation appeal and y escapes having to pay costs

the prohibition notices issued, it was only during the week before the hearing that Mr Sayani had felt it necessary to go to a new contractor.

The whole picture was an indication of a lack of appreciation on Mr Sayani's part of the seriousness of maintaining his vehicles in a proper condition. In those circumstances, he was not prepared to allow the risk of danger that arose from such a situation to continue. Accordingly, he concluded that the licence must be revoked.

Before the tribunal, Colin Ward, for Mr Sayani, argued that the deputy commissioner's decision to immediately revoke the licence was too severe.

He complained that the deputy commissioner had failed to give due consideration to Mr Sayani's evidence, and claimed the proceedings had been flawed because Mr Sayani had been placed at a disadvantage because of the non attendance of a vehicle examiner whose evidence would have been relevant.

Mr Ward maintained that Mr Sayani had been disadvantaged by not being represented and by not challenging the mechanical evidence. He said the deputy commissioner could have allowed time to see whether there would be an improvement and that, once he had realised that Mr Sayani had no mechanical knowledge, he should have adjourned the proceedings to enable him to obtain informed representation.

'The tribunal said that, where matters of public safety were concerned, it was extremely slow to interfere with the exercise of any discretion by a traffic commissioner'

Dismissing the appeal, the tribunal said that it found those arguments to be wholly without substance.

The deputy commissioner had gone to extreme lengths to ensure Mr Sayani understood the gravity of his position and the wisdom of being represented.

The tribunal had been told Mr Sayani had been unrepresented because he did not think the expense was justified. That explanation was not tendered to the deputy commissioner but, if it had been, it had no doubt it would have been received with as little approval as it had been by the tribunal.

The absent vehicle examiner was the one whose inspection led to the warning letter in 1991.

So far as the present proceedings were concerned, it was the fact of the warning letter which was material and there was no dispute about that fact.

In regard to the matter of severity, the tribunal said that, where matters of public safety were concerned, it was extremely slow to interfere with the exercise of any discretion by a traffic commissioner, whose primary duty was to safeguard public safety. In the present case, it echoed the statement of the deputy commissioner that he was not prepared to allow the risk of danger, to which in his view Mr Sayani's conduct gave rise, to continue.

In the tribunal's judgement, the appeal was without foundation.

RENAULTS TO RES ARE IN CBW CLASSIFIED

BP adds bunker sites and new card

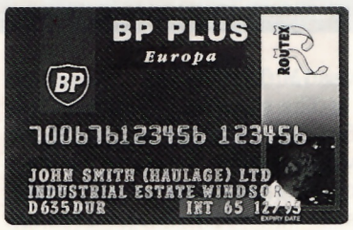
TWENTY-SEVEN sites have been added to BP's bunker card network, bringing the total to 305.

Brian Lovell, manager of BP bunker sales, said: "The BP bunker card is now the fastest-growing fleet card of its kind.

"We responded to our customers' needs in 1992 by adding 79 sites to the network, giving greater coverage than ever before. We've continued to add sites throughout 1993."

The benefits of the BP bunker card package are headed by cost savings. Diesel rates are set against competitive bulk prices and vary continually depending upon the open market for fuels.

No advance ordering is needed. Sites are strategically



located on motorways and primary routes, keeping dead mileage to a minimum.

BP offers a flexible level of management information supplied to card holders. Reports can be sent weekly, fortnightly or monthly and give a detailed breakdown of how much diesel and lubes are being bought at what price, for which vehicles by which driver, when and where.

Ring 0442 224548 for more details.

BP has launched a new fuel card, BP Plus, which will give coaches access to the largest network of refuelling sites in Europe. The card carries the new Routex symbol, which means it will be accepted at 12,500 service stations in 14 countries.

Routex is a network of four major oil companies: BP, Aral, IP (Italiana Petroli) and Mobil. The Routex symbol is displayed at each company's participating service stations, enabling BP Plus customers holding cards with the Routex symbol to use them across Europe at Aral, Mobil and IP sites as well as BP stations.

BP Plus is not just an easier method of payment, it gives fleet managers an efficient financial management system, allowing them control over purchases and providing important business information from which to evaluate the performance of their fleet.

Mike Godfrey, BP's UK implementation manager, said: "With cross-border traffic and the problems created by expenses in multi-currencies, the benefits of cashless travel have become more attractive to fleet managers and accelerated the need for fuel cards.

"The BP Plus card combines the benefits of a vast multibrand network with the management information and extra services that BP has developed."

Contact BP Oil UK Ltd, BP House, Breakspear Way, Hemel Hempstead, Herts HP2 4UL, tel 0442 225226.

Foam specified for Hong Kong buses

PERMALI Gloucester Ltd has supplied Plasticell closed-cell foam to bodybuilder Walter Alexander of Falkirk for use in 85 high-capacity air-conditioned vehicles built for service with Citybus of Hong Kong.

Permali's Plasticell is used to insulate the buses' Japanese Nippondenso air conditioning units. Plasticell is a rigid, closed-cell PVC foam with a constant thermal conductivity factor. It has a high strength/weight ratio and so provides structural rigidity without adding appreciably to the weight of the body and absorbs vibration without any risk of failure or delamination.

A particular advantage in the hot and humid climate of Hong Kong is that Plasticell does not absorb moisture, which would increase body weight and decrease thermal efficiency.

Alexander's latest delivery follows the recent re-organisation of bus transport in Hong Kong (*Coach and Bus Week*, September 4). Fifty two of the vehicles are the largest available, 12 metres in overall length with a capacity of 148 passengers (110 standing and 48 seated) compared with 88 for a London bus.

Thirty three of the vehicles are slightly smaller at 10.4 metres overall length. All are based on the Leyland Olympian chassis and will have aluminium bodies. To meet a tight delivery schedule, most have been dispatched to Kowloon in kit form, to be assembled there by local company Good View Engineering.

More details from Permali on 0452 528282.

Have seats, will deliver anywhere

PICTURED (left) is Eastgate Coach Trimmers' of Pickering North Yorkshire new unit which has been specially designed and built to carry seats to and from operators anywhere in Britain. The company says it can now offer a first-class collection and delivery service and already has customers nationwide using its retrim and exchange service.

Details from Neil Fowler on 0751 72229 (0723 864793 after hours)

Fight against the forgers

BRANDT has introduced a metallic thread detection unit to its 8672 high-speed note-counting machine, which first looks for the metallic strip in a UK bank note and secondly checks it for authenticity.

The 8672 contains a sophisticated electronic device for metallic strip detection which augments the existing size measurement checks and can rapid count and check up to 6,000 notes per minute.

Ultra violet and magnetic ink dectection is an option

Details on 081 893 8400.

Compressors range gets new models

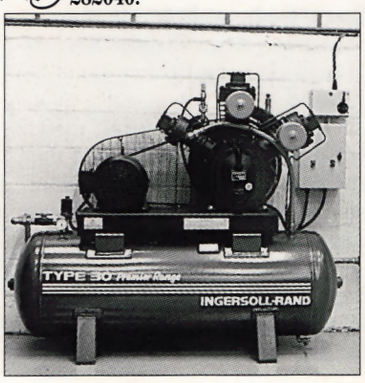
INGERSOLL-RAND has introduced several new models in its Premier range of Type 30 cast-iron reciprocating compressors for the garage, bodyshop, tyre and exhaust market.

At the lower end of the range, two completely new models have been added at 1.1 and 1.5 kW, while that at 2.2 kW is a replacement for the previous model.

The top end of the range has been extended from 15 kW to 22 kW with the addition of two new models at 18.5 and 22 kW. The Premier range now features 12 model sizes ranging from 1.1 to 22 kW.

All models are offered as a standard receiver-mounted package with electric motor drive through V-belts, though they are also available base plate mounted without the air receiver.

Details on Freephone 0800 282040.



MINIS AND MIDIS ON SALE AT THE BACK

COACH AND BUS CLASSIFIED MARKETPLACE

INDEX

Coach Sales p 39-40
Bus Sales p 40
Minis & Midis p 40-41
Vehicle Sales – General p 41-43
Products p 43-45
Services p 46-47
Unclassified p 48
Appointments & Tenders p 49-50

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AEC RELIANCE 760 Plaxton Supreme, 53 seats, first Reg Feb 1977.

AEC RELIANCE 760 Plaxton Supreme, 53 seats, first Reg July 1976.

All vehicles owned from new, all maintenance records, MoT'd.

All vehicles very clean and ready for work.

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53 seats, long MoT, all white, good all round condition
£5,450 + VAT
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(38306/CS/BE)

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Plaxton Supreme, 1976, P reg, express doors, 53 seats, in daily use.
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(38366/CS/BE)

BEDFORD YMT 53 seater coach, registered 1980. Re-trimmed, many extras (must be seen), smart, clean vehicle in daily use. Ideal for tours/excursions/holidays. **£5,000 + VAT. Tel. 0843 294875. Fax. 0843 221900.** (38309/CS/BE)

1977 BEDFORD, 29 seater, test Dec. Good cond. **£3,000 ono. L REG BEDFORD,** 45 seats, test Jan. Good cond. **Offers.** Both vehicles used daily. **Tel. 0538 308255 anytime.** (38372/CS/BE)

1977 BEDFORD YMT Plaxton Supreme, 53 re-upholstered seats, very good condition, clean, tidy and ready to work. Any trial or inspection. MoT May 94. **£4,000 + VAT. Tel: 0869 246461.** (38408/CS/BE)

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53 seater coach, Duple body, registered 1978. Ideal contract/private hire coach, MoT end Jan 94, private plate, excellent condition.
£3,250 ono
Tel. 031 657 3705
(38421/CS/BE)

1981 BEDFORD YNT PLAXTON SUPREME IV, express, tested Nov 93, 53 seats, good condition. **£7,500 + VAT ono. Tel: 0405 763440 (Goole).** (38199/CS/BE)

BEDFORD YNT, 1983, fitted Cummins B series engine, 6 speed Eaton gearbox, Plaxton Supreme Mk IV with Paramount front. 49 recliners plus courier, curtains, Webasto heating, test Jan '94. Superb condition. **£14,000 ono + VAT. Tel. 0245 320598 (Essex).** (38400/CS/BE)

1981 BEDFORD 500 YMT, 48 seats, toilet, water boiler, taxed/tested with private plate. **£4,500 ono + VAT. Tel: 081 520 5375 or 0860 550768.** (38136/CS/BE)

1980 BEDFORD PLAXTON, 29 seater, taxed and tested. **£3,750 ono. Tel: 0226 287403.** (38127/CS/BE)

BEDFORD YMT, 53 seats, Duple Dominant 2, 1980, full test, tidy condition. **£5,450 + VAT. Tel: 0203 637171.** (38119/CS/BE)

BRISTOL

1977 BRISTOL LH/ECW, 33 seater, P.A.S. semi auto, 7ft 6in body, MoT April '94. In daily use, any trial. **£3,500 + VAT. Tel. 03552 35292 day, 03552 66181 eves, Glasgow area.** (38264/CS/BR)

CAETANO

CAETANO OPTIMO, 6 cylinder, low mileage, immaculate condition, new MoT when purchased. **£22,000 + VAT ono. Tel. 0222 594367 (eve) or 0222 442240 (day).** (38368/CS/CAE)

DAF

DAF DKFL, MB 200/PLAXTON, 1983, 57 seater, power door, splitter box, will be sold with 12 months MoT, full service history available, part exchange considered. **£22,000. Tel: 021 588 6157, ask for Anne.** (38255/CS/DAF)

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BOVA FUTURA, 53 seats. **£28,000 + VAT. Ring Boultons of Shropshire, 0694 771226 for further details.** (38363/CS/BO)

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1987 DAF DUPLE 340,
53 reclining seats, sunken toilet, plus drinks machine and video, 2 television monitors, MoT April 1994, in mint condition.
£45,000 ono + VAT
Tel. 0203 354588
(38308/CS/DAF)

1988 DAF MB230 PLAXTON PARAMOUNT 3200, 53/55 seater, tinted glass, E-type seats, curtains, carpet to aisle, splitter box.

1986 DAF MB200, PLAXTON PARAMOUNT 3200, 53 seater, tinted glass, E-type seats, curtains.

All maintenance records, owned from new, used on UK tours only, exceptional condition, MoT'd.

Tel: 0443 402237 Day
0443 403385 Eves
(38414/CS/DAF)

1984 PP MB200
Duple Laser, 57 coach seats, good condition inside and out.
£18,000 + VAT
Tel: 0670 521500
(38370/CS/DAF)

DAF

1990 DAF MB230 ALGARVE, 49/53 r, demountable toilet, courier, tv, video, radio, PA, drinks machine, fridge, f/d curtains, d/glazed, MoT Feb 94. **£58,000. Tel. 0506 872787 day, 0506 871004 night.** (38394/CS/DA)

DAF MB200
Jonckheere body
57-seater, reclining seats, MoT April '94
£15,500 ono
Tel: (0234) 354054
(38376/CS/DAF)

DENNIS

1988 DENNIS JAVELIN PLAXTON 3200 EXEC
49 recliners, toilet, video, curtains, aircraft style luggage lockers, courier seat, Telma, grey/red moquette, livery mainly white, Tempo 100, two available.
£44,000 each + VAT
or would swap for 2 later Volvo Exec with cash adjustment or HP cleared.
Rennies of Dunfermline, Scotland
Tel: 0383 620600
Fax: 0383 620624
(38359/CS/DE)

FORD

1976 DOMINANT, 53 seater, good condition, tested and taxed. **£4,000 + VAT ono. Tel: 0592 82259 (day), 0592 759828 (eve).** (38307/CS/FO)

1983 FORD R 1115 Paramount. 53 seats, tv/video, Telma, power door, twin tanks, MoT April 94, factory recon engine 12 months old. **£10,950 + VAT ono. Tel 061-223 3103.** (38401/CS/FO)

DODGE

1984/85 B REG DODGE 556 DORMOBILE BUS
22ft long, Perkins 6 cyl. diesel engine, power steering, automatic, Ratcliff tail lift, 24 adjustable seats, space for wheel chairs, MoT, 70,000 miles. Ex-Council.
£4,650
Tel: 0836 769036 or 0869 246514
Eves: 0604 671448
(38453/CS/DO)

IVECO

1990 IVECO 315 LORRAINE, 30 reclining seats plus courier, radio PA, as new. **Choice of 2 £36,000 + VAT ono. Call Bicknells 0483 422110.** (38381/CS/IVE)

LEYLAND

1987 LEYLAND TIGER 260, Duple 320 body, 50 reclining seats, TV, coffee machine, fridge, servery and toilet, COF Feb '94, very good condition. **£32,000 + VAT. Tel. 0371 872644. Essex.** (38186/CS/LE)

1983 LEYLAND TIGER
245 Caribbean 1, semi automatic, 46 seater executive, tested March 94, private plate.
£16,500 + VAT ono
Tel: 0724 842028
(38418/CS/LE)

1984 LEYLAND TIGER PLAXTON, 53 seater, 12 month MoT. **£25,000 ono + VAT . Tel. day 0729 82449, night 822489 or 823409.** (38380/CS/LE)

1983 TIGER 245 Hydracyclic Dominant IV Express (SBG front), 53 seats, Reg YPD 121Y. Ideal dual purpose coach. Test 25-5-94. **£14,500 ono. 1977 (R) LEOPARD** Plaxton Supreme, Mk IV front, 53 retrimmed seats, power door, very reluctant sale. Test 15-12-93 **£7,750 ono. Richardson Travel Ltd (Sussex) 0730 813304.** (38325/CS/LE)

0733 898111 COACH SALES 0733 898111

LEYLAND

LEYLAND OLYMPIAN COACH

MoT May 94

£24,000 + VAT ono

Tel. 051 922 6661

(38261/CS/LE)

1987 LEYLAND ROYAL TIGER

53 standard, registered 11/87. Manual gearbox, base white colour, good condition.

£30,000 + VAT

Contact Carl Cornes Paramount Leisure Tel. 0782 286321

(38369/CS/LE)

1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV

Express, 53 seats, Webasto, cab heater, MoT June '94, genuine, very reliable vehicle and in very good condition.

£9,250 + VAT

Tel. 0530 832399

(38305/CS/LE)

LEYLAND LEOPARD 680, semi automatic, Plaxton, 53 seater coach. First Reg. June 1975, MoT'd.

LEYLAND LEOPARD 680. Semi automatic, Plaxton, 53 seater coach. First Reg. June 1974, MoT'd.

Vehicles owned from new, all maintenance records, very clean.

Tel. 0443 402237 (Day) 0443 403385 (Eves)

(38418/CS/LE)

1987 LEYLAND TIGER 260, Duple 320 body, 50 reclining seats. TV, coffee machine, fridge, servery and toilet. COF Feb '94, very good condition. **£32,000 + VAT. Tel. 0371 872644 (Essex).** (38379/CS/LE)

WANTED, LEYLAND Terrier/Cub/Swift, 32 seater, with tail-lift/tracking. **Birmingham Bus Centre, 021-415 5111 or 477 6319 (evenings) or 0831 857111 (mobile).** (38377/CS/LE)

1981 LEYLAND LEOPARD, PP, 49 reclining seats, Plaxton Supreme IV, power door, **£9,000 + VAT. Tel: 0670 521500.** (38371/CS/LE)

1980 LEYLAND LEOPARD PLAXTON EXPRESS. 49 seats, painted plain white, MoT June 94. **Tel. 0275 838228.** (38412/CS/LE)

1978 LEYLAND LEOPARD DUPLE II, power door, power steering, s.a. new moquette, 1990, 53 seats, **choice of 2,** MoT 11.11.93 & 9.8.94, **£8,000 each ono. Tel: 081-853 3515.** (38303/CS/LE)

1974 LEYLAND LEOPARD PLAXTON, 53 seater, taxed & tested. **£3,500 ono. Tel: 0226 287403.** (38128/CS/LE)

1982 LEYLAND LEOPARD 680, semi auto, ECW body, 49 seats, plus luggage pen, dual purpose,12 months test. **£8,250 + VAT. Tel. 0422 375893 or 0836 778777.** (38399/CS/LEY)

83 LEYLAND Tiger Marshall, express door, 54 + standees, service bus, 6 speed, manual. **Tel. Blythswood Motors, 041 221 3165 or 041 639 6107 anytime.** (38019/CS/LE)

MCW

MCW METROLINER 1984

MoT until 1994, 71 seater.

£13,500 + VAT ono

May consider part exchange

Tel: 071-935 9496

(38455/CS/MCW)

MERCEDES

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All sizes urgently required for cash or px

Blythswood Motors, Glasgow 041-221 3165 or 041-639 6107 anytime

(38020/CS/ME)

GARTMORE COMMERCIAL VEHICLES

MERCEDES 609D, 1989, 24 seat coach, power door, luggage pen, tested Dec '93 **£19,500 + VAT**

Tel 0877 2395 or 0831 657544 SCOTLAND

(38457/CS/ME)

MERCEDES SERVICE BUSES AVAILABLE NOW. 709D, wide power door, 29 + 7 standees. Also 811 manual and Allison auto with 33 + 12 standees. **MERCEDES COACH SPEC EARLY DELIVERY.** 609, 709, 711 & 814D with 24-33 coach seats, boot, power door, used Mercedes from 85-93. Part exchange welcome. **Tel. BLYTHSWOOD MOTORS, GLASGOW ON 041 221 3165 or 041 639 6107 anytime.** (38021/CS/ME)

OPTARE STAR RIDER, 33 moquette covered, comfort seats: **1990, £32,000 + VAT; 1987, £24,000 + VAT. Ring Boultons of Shropshire 0694 771226 for further details.** (38365/CS/ME)

NEOPLAN

RE-ADVERTISED AGAIN DUE TO TIME-WASTERS

1984 Mercedes Neoplan Skyliner

74 seats, courier seat, 4 TVs, video, radio PA, 3 fridges, coffee machine, servery, toilet, tinted windows, MoT'd, Taxed.

This vehicle must be seen

P/X CONSIDERED

£38,000 ono

Contact Dave on 061-480 0617 or 0860 678183

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NEOPLAN

1983 PP NEOPLAN SKYLINER

Full spec, ready for work, must sell

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(38390/CS/NE)

PLAXTON

Plaxton 320 Paramount

35 seater coach, with two tables, reclining seats, PA system, TV, Video and curtains.

Vehicle is very clean and ready to work immediately with a long MoT. It is white in colour.

£29,950 + VAT

Part exchange considered

Tel: 071-935 9496

(38454/CS/PL)

RENAULT

RENAULT TURBO S, 56 series, 1987, E reg, R[illegible]rgess auto[illegible] seats, taxe[illegible] door, radic[illegible] VAT. Tel. 0734 7132[illegible] (Berks). (38233/CS/REN)

SOLD

VOLVO

1986 VOLVO B10M VAN HOOL ALIZEE

Low Driver, 49 Recliners, Rear Toilet, Coffee/Fridge, Pvt Plate. White, Exc. Cond. MoT March '94.

Best offer near £57,500

SIESTA HOLIDAYS (0642) 227711

(38389/CS/VO)

Bakers Coaches has for disposal the following vehicles due to schedule replacement of vehicles:

1 x 1987 Volvo B10M MK 11 Plaxton Paramount 3200 MK III Low Driver – 49/53 reclining seats, demountable toilet, radio PA, power door, curtains, Tempo 100, side lockers, tested February 1994. **£59,950 + VAT**

1 x 1987 Volvo B10M MK II Plaxton 3200 MK III – 49/53 reclining seats, demountable toilet, radio PA, curtain, pannier locker, Tempo 100, Webasto, Telma, tested February 1994. **£59,950 + VAT**

SERVICE HISTORY IS AVAILABLE ON ALL VEHICLES CONTACT PETER BAKER ON (0782) 522101

(38385/CS/VO)

B10MT TRIAXLE Jonckheere P95, 67 seats, video, drinks machine, Volvo reconditioned engine, re-trimmed, excellent condition, MoT'd. **£45,000 + VAT. Tel. 0462 850111.** (38364/CS/VO)

SCANIA

NEW SCANIA K113 VAN HOOL ALIZEE

40% CAPITAL ALLOWANCES END IN OCTOBER

1990 G SCANIA K113 PLAXTON PARAMOUNT 3500, 53 recliners, double glazed, radio P/A cassette

1990 G VOLVO B10M DUPLE 320, 57 seats, radio P/A cassette

1988 E SCANIA K112 VAN HOOL ALIZEE H, 49/53 reclining seats, Telma, demountable toilet, double glazed, radio P/A cassette

1989 F TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A cassette

1988 F TIGER PLAXTON PARAMOUNT 3200, 53 recliners, Telma, double glazed, radio P/A cassette

1987 D MERCEDES 608D, 21 coach seats

1987 VOLVO B10M VAN HOOL ALIZEE 'H', 53 reclining seats, Telma, double glazed, radio P/A cassette

1986 D SCANIA K92 JONCKHEERE, service bus

1985 C LAG GALAXY, 49 recliners plus courier, toilet, radio, PA, cassette

1976 FORD DUPLE, 53 seats, current MoT

Reliable Vehicles Limited

SCANIA SCOTTISH DISTRIBUTORS

TELEPHONE: 031-333 2362

FAX: 031-335 3158

1988 F FORD GRANADA 2.0 GLi, 5 door, electric windows, central locking, dealer service history.

(38374/CS/SC)

VOLVO

1982 VOLVO B10M

Vanhool Alizee, private plate, 48 recliners, centre toilet, tv, video, bunk, Telma, splitter box, MoT 3.94.

Price: £26,500 + VAT ono

Tel. 091 491 3034 or 0860 705838

Part ex considered for service work

(38429/CS/VO)

Baileys Coaches of Folkestone

1984 VOLVO B10M Berkhof Emperor,

60 seats + courier, available now, a clean, well maintained, full spec, twin decker for

£37,000 ono + VAT

Tel: 0303 252628

(38451/CS/VO)

1982 VOLVO AUTOMATIC, Jonckheere body, B58 (air overleaf), 49 recliners, toilet, coffee machine, TV, video, continental door, driver's bunk, Telma, COF Nov '93. **£24,000 + VAT. Tel. 0371 872644 (Essex).** (38378/CS/VO)

1980 VOLVO B58 Plaxton, 53 recliners, power door, radio, PA, side lockers. **£13,000 + VAT. Tel. 0283 551964.** (38395/CS/VO)

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DOUBLE DECKERS

92 ALEXANDER BODY Iveco double decker, 83 seats, ZF auto, Telma, kneeling, many extras, 22,000k, as new, electronic destination, available now. **£75,000 no offers. Tel. Blythswood Motors, Glasgow on 041-221 3165 or 041-639 6107 anytime.** (38023/BS/DD)

SINGLE DECKERS

1979-81 BUSES FOR SALE

18 Seddon Pennine dual-purpose, Plaxton Supreme Express IV bodies. 49 coach seats. Available from October. Some long MoTs.

£8,500 each

Contact: Ops Director, SMT – 031-313 1515

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2 Tail Lift, non PSV Ford Transits,

petrol engines, automatic gearboxes,

1 – 1984, MoT August 1994,

1 – 1982, MoT April 1994.

£1,250 each

or £2,000 the two +VAT

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12 seater Talbot Diesel F reg Minibus with Ratcliff tail lift and wheelchair floor locking, 1988, 66,000 miles. 12 months MoT, not C.I.F. Private owner.

£6,650 ono

Tel: 0246 260002

(38131/MM/MB)

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MINIBUSES

THE IMPROVED QUALITY

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NEW VEHICLES BUILT TO BS5750

DAF 400, diesel, 16 x Richard & Shaw high back seats, full soft trim, tinted windows, lowered front entrance, stereo radio cassette, CIF, diesel **£16,750 + VAT**
PAS + Diesel **£17,750 + VAT**

Talbot Express, diesel, 15 x Richard & Shaw high back seats, full soft trim,. stereo radio cassette, CIF **£15,450 + VAT**

Mercedes 609, 24 x Richard & Shaw high back seats, full soft trim, tinted windows, Quadvent, saloon heater, body skirts, CIF **£33,250 + VAT**

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(38392/MM/MB)

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814 MERCEDES, 33-seater luxury, air door, deep boot (stock)

709 MERCEDES, 25 or 29 seats, diptac (in build)

USED

1991 (H) MERCEDES 401D, luxury, 16 seats
1986 (D) FORD TRANSIT, 15-seater (petrol)
1989 (G) FORD TRANSIT, diesel, 15 high-back seats, luxury (35350/MM/MB)

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OR EVENINGS 0357 21888

93 K MAZDA, 15 seater, diesel, de-luxe, 3,000 miles, in red, semi high back seats, rear heater, just some of the extras, power steering & COF .....**£13,495 + VAT**

91 J NISSAN URVAN, 12 seater in red, petrol bus with high back seats and table, very clean .....**£7,495 + VAT**

91 J MAZDA E2000, 12 seater bus in white, only 33,000 miles, clean and tidy.....**£7,995 + VAT**

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HOWLETTS MAZDA
(38230/MM/MB)

1988 15 seater, Transit, petrol, good MoT. **£4,000 + VAT ono. Tel: 091-265 6747.** (38452/MM/MB)

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WHEELCHAIR ACCESSIBLE BUSES

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- **K** DAF, Hi-top, 16 pass
- **J** TALBOT, diesel, taxi bus
- **H** DUCATO, Maxi Turbo, 12 pass
- **G** TALBOT, Hi-top, 14 pass, diesel
- **F** RENAULT MASTER, 15 pass, diesel
- **H** TRANSIT, Hi-roof, 14 pass
- **H** FIAT DUCATO, 14 pass
- **G** RENAULT TRAFIC, Hi-roof
- **L** DAF, 16 pass, luxury

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Agents for Auto Bus Classique

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MERCEDES Benz
814D 33 seats
410D, 16 seater
LEYLAND DAF, 16 seater

USED
1990 H reg Mercedes 709D, 21 full size seats, extended body, huge boot
1988 F reg Ford Transit, 16 seater, parcel van conversion
1987 D reg Mercedes 307D, 12 seats

ALL VEHICLES ARE AVAILABLE FOR VIEWING IN DONCASTER
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- **L** RENAULT MASTER with Super Boot PSV
- **L** DAF 16 pass, lux PSV
- **L** TRAFIC 11 pass with luggage PSV
- **G** DAF 16 pass lux PSV
- **F** MASTER 16 pass, lux PSV
- **H** DAF 16 pass PSV
- **G** TRAFIC, 12 seater Hi-top (choice)
- **H** MAZDA, 14 pass PSV
- **F** TALBOT, Hi-roof turbo PSV
- **G** DAF, Hi-top, 8 seater, diesel
- **G** TALBOT Express, Hi-top, 14 pass

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New and Used Service Buses

New Mercedes and Iveco Marshall, 23-33 seats, Nov/Dec delivery.

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1989 'F' Talbot Pullman, service spec, test July 1994.

Chris Jones, Andy Greenway,
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or
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(38210/MM/MB)

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MERCEDES SUPER LUXURY MINICOACH

(Luxury armchair seating for 9), fully equipped, TV, video, air con, kitchenette, fridge and generator, conversion cost £90k (bills available), 53,420km only, immaculate condition throughout, has to be sold.

£14,250 ono + VAT
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(38459/MM/MB)

FORD TRANSIT, W reg, 16 seater, mini coach, diesel, excellent condition, 12 months test. **£2,000 + VAT ono. Tel. 0524 844084.** (38139/MM/MC)

AUG 91 (J) LEYLAND DAF 400, 16 highback coach seats, racks & carpet trim, saloon heater, 72,000 miles, MoT Aug '94. **£10,750 + VAT. Tel: 0642 472010.**
(38419/MM/MNC)

MIDI COACHES

1987 LT50, 25 seater midi-coach, Optare body, complete engine rebuild with guarantee, good condition, end of contract sale, MoT Oct '93. Will retest. **£8,750 + VAT. Tel. 081 859 1096.**
(38396/MM/MNC

1987 E REG RENAULT/DODGE, 22 seats, Northern Counties body, Perkins engine, 5 speed manual box, 12 months test. **From £5,950 + VAT. Tel: 0422 375893/0836 778777.** (38398/MM/MB)

BEDFORD REEVES BURGESS, 'T' reg, petrol, 17 seater, HB seats, 5 speed box, luggage racks, boot, stereo, mic, very good interior and out, PSV + tax August 31 1993. Vehicle will retest with work, hence the price of **£950 cash. Tel. 0602 323145.** (38357/MM/MB)

MERCEDES 508D, 19 coach seats with boot, tested until July '94, W Reg, very reliable. **Offers,** may part exchange. **Tel. 0446 734447 day, 0446 744357 (eves).**
(38331/MM/MB)

WANTED, 6-12 seater minibus 1980/88 diesel Transit or similar. **0403 820620.** (38260/MM/MB)

1984 FORD TRANSIT, 16 seat, PSV, MoT Aug 94, not sign written, new tyres, one owner. **£3,250 + VAT ono. Tel: 091 267 7109.** (38141/MM/MB)

CRYSTALS

IVECO CAETANO VIANA
1986 D Reg, Diesel. Blue with blue interior. 19 seats, annual 1 year
£14,750 + VAT

CAETANO OPTIMO
19 moquette seats. Silver with red interior. Reg. May 86, annual 1 year.
£14,950 + VAT

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Brian 0452 728771
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MERCEDES SERVICE BUSES AVAILABLE NOW. 709D, wide power door, 29 + 7 standees. Also 811 manual and Allison auto with 33 + 12 standees. **MERCEDES COACH SPEC EARLY DELIVERY.** 609, 709, 711 & 814D with 24-33 coach seats, boot, power door, used Mercedes from 85-93. Part exchange welcome. **Tel. BLYTHSWOOD MOTORS, GLASGOW ON 041 221 3165 or 041 639 6107 anytime.**
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1987 E BEDFORD YMPS

8 metre Paramount, one owner, 56,000k, 8 seats, 8 beds, double glazed, shades, servery, toilet & shower, tv, video, generator, tow bar.

£31,000 + VAT
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1986 IVECO CAETANO, 24 seater with large boot, tested Sept '94, good condition. **£8,000 + VAT ono. Tel: 0324 824146 (Scotland).**
(38249/MM/MB)

1980 FORD TRANSIT DORMOBILE, (petrol), 16 seater, high back seats, taxed till Dec 93, MoT'd Feb 94. Clean throughout. **£1,500 + VAT. Tel. Preston 0772 749358/747329.**
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1988/89 LAG, 49 seats, current MoT's, choice of 6
1989 VOLVO B10M VAN HOOL ASTRON, 66 seats, MoT 8/94
1988 NEOPLAN SKYLINER GARDNER 6LYT, 69 seats, MoT 1/94
1987 NEOPLAN SKYLINER GARDNER 6YLT, 71 seats, MoT 10/93
1986 NEOPLAN PLAXTON 4000 MERCEDES V10, fully automatic, MoT 7/94
1986 NEOPLAN PLAXTON 4000 GARDNER 6LYT, 71 seats, MoT 94, choice of 2
1985 NEOPLAN SKYLINER V10 MERCEDES, 71 seats, MoT 12/93
1985 VOLVO B10M 2 AXLE VAN HOOL, 61 seats, MoT 12/93
1984 VOLVO B10M 2 AXLE VAN HOOL, 56 seats, MoT 94, choice of 2
1986 VOLVO B10M CAETANO ALGARVE, 49 seats, MoT 94, choice of 3
1986 TIGER TL11 PLAXTON 3500, 49 seats, MoT 2/94
All above vehicles have reclining seats – toilets
1974 DAIMLER FLEETLINE, open top double decker, 72 seats, MoT 5/94
IN STOCK, 1959 to 1965 LT ROUTEMASTERS
Contact Eddie Dickens, Sales Manager
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1989 (G) MB230 PLAXTON 3500, 51 executive ...**£65,000**

1989 MAN 16-290 JONCKHEERE DEAUVILLE, 51 executive.....**£60,000**

1985 DAF MB200 PLAXTON 3500, 49/51 executive **£30,000**

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NEW MERCEDES 709D, coachbuilt, 29 + 7 standees, wide power door and aisle, dip tac, **7 days.**

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or semi coach seats, 12 standees, 1100mm glider door, DipTac, wide passage, auto, Allison box, **or manual, stock.**

NEW MERCEDES 814 diesel, extended coach built, luxury coach spec, power swivel door, large boot, racks, **3 weeks**

NEW MERCEDES 711 Turbo, 25 lux, boot, power swivel door, **4 weeks.**
NEW 711 Turbo, 28 luxury, boot, P swivel door, armrests, **3 weeks.**

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette, Also 26 manual door, **2 weeks.**

NEW MERCEDES 410 early 408D, 16 high back face forward seats, **3 weeks.**

NEW MERCEDES 709, manual, 29 + 7 standees. **7 days + auto.**
NEW MERCEDES 811, 33 + 12 standees, Allison auto or manual, **stock.**
NEW MERCEDES 814D, coach spec, 33 seats, **3 weeks.**
NEW 711 Turbo, 25 luxury, boot, P swivel door, **4 weeks.**
NEW MERC 609D, 26 sts, coach spec, **7 days.**
NEW MERC 609D, 24 c/seats, p/door, boot, **2 weeks**
NEW MERC 410D, 16 coach seats, **3 weeks.**
NEW TRANSIT 16 power door, high roof, coach or service spec, + standees, **early.**
NEW TRANSIT, diesel, 8 seats, Taxi pack + luggage, **2 weeks.**
NEW TRANSIT 16, diesel, 5-speed, s/door, **In stock**
NEW TRANSIT 16, diesel, sliding door, coach seats, high roof, coachbuilt, **stock.**
NEW DAF 400, diesel, 16 PSV, hi spec, **14 days.**
NEW DAF 400, 16 PSV, high spec, **stock.**
NEW MERCEDES 709, 24 underfloor tail lift, power door, **3 weeks.**
NEW MERCEDES 408 Luxury, 16, **3 weeks.**
NEW MAZDA, 14 diesel, PSV, white, **stock.**
NEW MERCEDES 208, diesel, 12 + driver, psv, front entrance, **stock.**

ALL OPEN TO REASONABLE OFFERS

92 ALEXANDER IVECO, double deck, 81 seats, ZF auto, Telma, kneeling, 21,000K as new.

92 LEYLAND DAF, diesel, 12 PSV, side door
91 LEYLAND DAF, diesel, 16 seat, low roof
91 TALBOT 12, PSV, diesel.
91 TRANSIT 16, diesel, PSV, low mile
90 TALBOT TRIAXLE, 22 + 7 PSV spec
89 MERCEDES, 24 seat, coach spec + boot.
89 LEYLAND DAF, 16 wheelchair U/F lift
89 LEYLAND DAF 16, low roof, PSV.
89 TRANSIT 14, PSV, Deansgate, diesel
89 MERCEDES 208, 12 seat, diesel.
89 LEYLAND DAF, 16 coach (Talbot engine), low roof.
88 MERCEDES 609, 24 coach seats + boot
88 F MERCEDES 709, 21 seat, coach spec.
88 TRANSIT 16, power door, high roof, tested
88 MERCEDES 814, 29 seats, testing
87 TALBOT 14, diesel psv, no test.

87 IVECO, 19 + 7 standees, service bus, manual box. **New test. 14 days.**

86 LEYLAND CUB 33 service bus, auto, power steering, low mileage.
86 RENAULT DODGE, 23 Reebur, service bus, manual box.
86 TRANSIT Diesel, crew bus, 13 seats.

86 RENAULT DODGE, 20 + standees, large entry door, power steering, + 23 Reebur, manual.

86 LEYLAND CUB OPTARE, 33 plus standees.

84 MAN ASTRON, 60 seats, TV, toilet, full spec, tested.

84 NEOPLAN MERC, 75 seat, full spec, V10 man box, new test.

83 LEYLAND TIGER, Marshall express doors, 54 + standees service bus.

83 VOLVO B10M BERKHOF, 49, toilet, TV.

83 DODGE R BURGESS, diesel, auto, 17F door.
82 BEDFORD, 29 Plaxton, p door.
79 V VOLVO Duple II, 48 rec, toilet, tested.
76 LEYLAND AEC, 45 Plaxton, no test.

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OPEN 6 DAYS INCLUDING SATURDAY
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1984 Duple Laser Tiger 245, 51 reclining seats, repanelled and painted in 2 pack gloss white, excellent condition, MoT June '93 .....**£18,500**
1984 Duple Laser Tiger 245, 51 reclining seats, good condition, MoT June '94 .....**£17,000**
1983 Paramount 3500 Tiger 245, 51 seats exec, MoT Dec '93, good over all cond **£20,000**
1980 Dominant Leopard, semi automatic d.p., completely repanelled and painted, new MoT, 49 seats with luggage pen, extensive major reconstruction has been carried out to rear bulkhead, boot and rear frames. **£9,950**

CHEAPER PX TO CLEAR

1982 Duple Goldliner Leyland Tiger, 46 recliners + toilet, requires minor work for MoT .£12,000
1981 Duple Goldliner Volvo B10M, 46 recliners + toilet, requires minor work for MoT ...£12,000
1980 Plaxton Supreme Volvo B58, engine requires attention, MoT expired **£10,500**
1980 Bedford YNT Plaxton, 45 service seats, requires minor work for MoT **£2,500**

Contact: STEVE COOK on (COVENTRY) 0203 490669
Fax 0203 643355 Mobile 0831 155071
(35079/VSG)

AD COACH SALES

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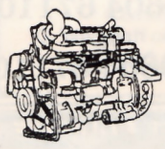

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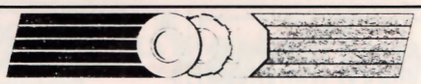

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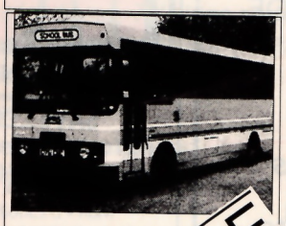

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(33171/LEPIC/CH)

EXAMPLE

Coach and Bus Week is *the* market place for vehicle sales in our industry. Week after week successful operators use Coach and Bus Week - because they know it works.

B

SEMI DISPLAY

G Reg
FORD TRANSIT
2.5i
16 high back seats, luggage racks, radio cassete PA
£12,750 + VAT ono
Tel. 0733 895111
(33632/MB)

Only £36 + VAT
Maximum 30 words

THREE WAYS TO A SUCCESSFUL SALE

Special Offer

Only £27 + VAT

C

STANDARD LINEAGE

1985 LEYLAND TIGER Duple Lazer 11, 53 seats, air door, semi-auto box, V. Good condition, **£24,000. Contact Wingates Tours. Tel 0733 898111** (33258/LE)

Only 50p Per word
Minimum 25 words
£12.50 + VAT

These vehicles were successfully sold through *Coach and Bus Week* - will yours be next?

1. Choose your advertisement style see above ▲

A PICTURE COACH
Number of weeks ☐ = × £27 =£ +VAT

B SEMI DISPLAY
Number of weeks ☐ = × £36 =£ + VAT

C STANDARD LINEAGE
Number of words ☐ = × 50p =£ + VAT

2. What is the best classification for your advertisement?

Coach ☐
Bus ☐
Mini/Midi ☐
General ☐

3. ▼ Start advertisement here - one word per - minimum 25 words

PLEASE WRITE CLEARLY IN BLOCK CAPITALS

Your Name
Company Name
Address
Postcode Tel:

4.I enclose a cheque/postal order for £ _____
Payable to EMAP Business Publishing Ltd, or please debit my Access/Visa card
No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐
Expiry Date ☐☐☐☐☐☐☐☐

Send to: Sally Hepburn, Coach and Bus Week Classified, Wentworth House, Wentworth Street, Peterborough PE1

OR TEL: 0733 898111

0733 898111 SERVICES 0733 898111

TRIMMING

Blackpool Trimshops
STD Plaxton
STD Duple
Van Hool and
Caetano recl,
etc, retrimmed the
same day
Samples by return
+ New Minibus Seats
Ask for Bob Taylor
Tel: 0253 766762
Fax: 0253 798443
(37993/S/TRI)

DUOFLEX LTD.
Buses and Coaches Retrimmed
Wide choice of moquettes
Low and competitive prices
Junction 10 M40/A43
Barrington Court, Ward Road, Buckingham Road Industrial Estate, Brackley, Northants
Tel: (0280) 701366
(34771/S/TRI)

South Coast Trim
Complete Coach & Bus retrims
Lino, Carpet, Soft Trim, Curtains
Tel: Southampton 0703 660676
Fax: Southampton 0703 667720
All work carried out by time served craftsmen
(32777/S/TRI)

REPAIRS & RECOVERY

AML
ENGINEERING
LAG SPECIALIST offering PSV Inspection, contract maintenance on all types of vehicles. Full maintenance facilities, MoT preparation and tests. Monthly inspections. All electrical repairs undertaken including radio/TV/video/coffee machines etc.
Contact:
AML ENGINEERING
Telephone: 081-570 9917
(31655/S/R+R)

REPAIRS & RECOVERY

Nostalgiabus Ltd.
Engineering Breakdown Services
We offer On Site Breakdown, Service also full range of planned maintenance, MOT preparation, repairs, rebuild etc.
Phone : 081 640 6668
(South London / Surrey area)

EMERGENCY SERVICE

London Buslines Engineering
Special breakdown vehicle available
24-HOURS EMERGENCY RECOVERY
COMPLETE REPAIR SERVICE
TEL: **081-568 1736** Day
081-571 2233 after 7pm
MOBILE: **0860-218730**
FAX: **081-568 6925**
(35017/S/EMG)

EMERGENCY SERVICE

ENGINEERING BACK-UP

Expect expert attention, every time.

Transmissions
Steerings
Axles

ZF Great Britain Limited · Tel 0602 869211

OFFICIAL ZF SERVICE DEALERS

SCOTLAND	Talbot Diesels (Scotland)	0236 451110
NORTH WEST	Driveline Specialists Ltd	061 794 0176
NORTH EAST	Hindle Auto Products Ltd	0274 732284
WEST MIDLANDS	Powertrain Products Ltd	0902 366000
EAST MIDLANDS	ZF Great Britain Ltd	0602 869211
EAST ANGLIA	Hindle Power	0733 334300
SOUTH WEST	Talbot Diesels Ltd	0272 380888
HOME COUNTIES - North	Talbot Diesels Ltd	0753 630306
HOME COUNTIES - South	Barber Motor Services	081 683 4259
IRELAND	Crosson Transport Group Ltd	010 35 31 8433003

Approved ZF ● Exchange Units ● Repairs ● Parts

COACH INSURANCE

THE WRIGHTSURE INSURANCE GROUP

ATTENTION ALL COACH OPERATORS!!!

★ Need to replace your Prudential or MMI Policy? ★ Starting a new venture? ★ Looking to reduce your insurance costs? ★ Want to pay monthly? ★ Want your uninsured losses recovered? ★ ★ Want your claims paid promptly? ★

Looking for a competitive travel scheme that makes YOU money?

THEN CONTACT US TODAY

With over 20 years experience we offer fast and friendly service.

62 MAIDSTONE ROAD, GRAYS, ESSEX RM17 6NF. **TEL: 0375 378371 or 381681 FAX: 0375 390087**

27 BOOKER AVENUE, LIVERPOOL LI8 4QY. **TEL: 051-724 2266 FAX: 051-724 6427**

BUS & COACH COUNCIL

EMERGENCY SERVICES

24 HOUR BREAKDOWN RECOVERY SERVICE

Covering
Scarborough, Teesside, York Area –

MoT Preparation work

General maintenance and repairs

T.J. Commercials

P.C.V. and Commercial Specialists

Tel: (0947) 820570 (day)
(0947) 880086 (eve)

(31826/S/EMG)

COACH AND BUS WEEK
NO 1
FOR INDUSTRY NEWS ONLY 68p PER WEEK

EMERGENCY SERVICES
Happy Days Coaches, Stafford
24 hr Coach breakdown, recovery and complete repair service inc. replacement coaches and roadside assistance.
5 minutes, Junct 14, M6
0785 284666 (24hr)
0785 284348 (fax)
0831 659682 (Mobile)
(34798/S/EMG)

COACH INSURANCE
Fleet and single vehicle operators, Continental extensions
CONTACT:
LAWRIE INSURANCE CONSULTANTS LTD,
7 Cray Buildings, Footscray High Street, Sidcup, Kent DA14 5HL
Tel: 081 302 7521 7522
(34780/S/CIN)

ENGINES

EAGLE ENGINEERING (GB) LTD
Specialists in quality reconditioned diesel engines

FREIGHT ROVER 2.5
FORD 360T
BEDFORD 500 + 500 TURBO

Also Leyland, DAF, Perkins, etc.
All prices are service exchange and subject to VAT
Tel: 061-877 8264 (34757/P/EN)

Selling a coach or bus?

It's so easy.

Access SWITCH VISA

Simply quote your credit card number or Switch number

Tel. 0733 898111

WORK WANTED

CPC HOLDER, passenger national/international, seeks position within bus or coach company, established or not, any location. **(0282) 422285.** (38417/UN/WW)

EXPERIENCED COACH AND BUS TRANSPORT MANAGER
M inst TA, full PCV.
Requires suitable position anywhere in UK.

Replies to
Box No. 38411,
Coach and Bus Week,
Wentworth House,
Wentworth Street,
Peterborough PE1 1DS (38411/UN/WW)

CPC Holder
National and International
available for coach work. Also full PSV, so available to drive.
Full time considered
Tel: 0705 612035 or 0705 785782
(38251/UN/WW)

MISCELLANEOUS

TRADE MARK FOR SALE
"LYNX"
plus logo,
Contact: **Nigel Barratt**
Financial Director,
PMT Ltd
0782 744744 (38263/UN/MI)

JOHN DERWENT POWER
Do you know the whereabouts of this coach driver?
He lived and worked in Manchester in 1991/92.
Previously he worked in the south of England, possibly for Gatwick Coaches.
If you employ this man or have had any contact with him since 1992 would you please telephone
061 789 0939
(38198/UN/MISC)

BUSINESS OPPORTUNITIES

INTERESTING OPPORTUNITY, Partner required for commercial coach company. Must be enthusiastic and willing to work as hard as owner. Holder of PSV essential. Apply in writing to **Box No. 38138, Coach & Bus Week, EMAP Response Publishing, Wentworth House, Wentworth Street, Peterborough PE1 1DS.** (38138/U)

WINDOWS WANTED

WANTED
Double glazed side screens
Any make, model and condition considered.
Tel. 0831 132968 or 0283 32418
(38428/P/WIW)

WANTED

2 WAY RADIOS AND BASE STATION, plus all accessories, no silly prices. **Phone 061 799 9800.** (38422/UN/WA)

WANTED: Spares for London Transport. RF-type AEC, single decker, brake drums, water pump, seat, some body fittings. **Phone 0294 58658 ext. 243** Office hours. (38239/UN/WA)

AUCTIONS

THE WORLD'S LARGEST AUCTION GROUP

ADT AUCTIONS BUS & COACH

BUS AND COACH AUCTION
MANCHESTER-BELLE VUE
(A57) HYDE ROAD, BELLE VUE, MANCHESTER M12 4RX

WEDNESDAY 22nd SEPTEMBER '93
12 noon

Approximately 100 various entries, the majority DIRECT from Finance Companies, National/Local Tour and Service Operators

PROMISED ENTRIES TO DATE INCLUDE:

EXECUTIVE/TOURING COACHES

1985 VOLVO C10M, 49 seat executive. TV, video, drinks machine, fridge, air conditioning.
1986 (C) LEYLAND ROYAL TIGER PLAXTON 3500, 48 seat executive. courier seat, WC, servery, continental door.
1986 (C) LEYLAND TIGER 260 DUPLE 340, 49 seat executive. Courier seat, WC, servery.
1985 (B) LEYLAND TIGER, 46 seat executive. WC.
1984 (A) DAF MB2300 JONKHEERE P99, 71 seat d/d coach.
1983 VOLVO B10M BERKHOF EVEREST, 49 seat executive, wc, servery, drinks machine.
1983 LEYLAND TIGER PLAXTON 3500, 48 seat executive. WC, servery, courier seat.
1983 (Y) FORD R1115 DUPLE DOMINANT IV, 53 seat coach.
1981 VOLVO B58 PLAXTON SUPREME, 53 seat coach. Telma, express doors.
1980 (V) BEDFORD YMT, 53 seat coach.
1980 (V) BEDFORD YMT PLAXTON, 53 seat coach.
1979 (T) VOLVO B58 DUPLE DOMINANT, 57 seat coach.
1978 VOLVO B58 PLAXTON SUPREME, 53 seat coach.
1977 (R) LEYLAND LEOPARD PLAXTON SUPREME, 47 seat coach. Semi-auto, repanelled, power door.
1976 (P) FORD R1114 DUPLE, 53 seat coach.

MINIBUSES/MINICOACHES

1988 (E) MERCEDES 811, 16 seat executive minicoach. WC, servery, tables, TV, video.
1989 (F) FORD TRANSIT, 17 seat diesel minibus.
1988 (F) MERCEDES 407, 16 seat minibus.
2 x 1988 (F) FREIGHT ROVER CARLYLE MK 2, 18 seat service buses.
1987 (D) FREIGHT ROVER DORMOBILE, 20 seat service bus.
1987 (D) FREIGHT ROVER CARLYLE MK1, 20 seat service bus.
1987 (D) FREIGHT ROVER M2M, 16 seat minibus.
1984 MERCEDES 508, 8 seat executive minicoach.
1986 (D) FREIGHT ROVER DORMOBILE, 16 seat service bus.

OTHER SERVICE BUSES

1985 (B) OPTARE CITY PACER, 25 seat service bus.
1984 (B) QUEST, 23 seat service bus.
1975 BRISTOL R.E.L.H., 49 seat service bus.

PLEASE NOTE: The above list represents a small selection of the PROMISED entry and as such are ALL SUBJECT TO ARRIVAL.
Further to this ad will be an updated insight available on Fri 17th Sept from 6pm from DIAL-A-FAX.

Bus and Coach DIAL-A-FAX: 0336 413753
Dial the above on your fax and press 'send'.
Calls charged at 36p per minute cheap rate and 48p per minute at all other times.

FURTHER ENTRIES EXPECTED and INVITED

ATTENTION: ALL NON ADT ACCOUNT CUSTOMERS!
All non-account customers must, WITHOUT EXCEPTION, lodge a minimum CASH or BANKERS DRAFT deposit of £500 or 10% of final bid price (whichever the greater) PER VEHICLE to the auctioneer's rostrum at the time of sale. Please telephone Mrs P. Moffat – cashier, for further information regarding payment enquiries prior to sale day.

FOR FURTHER INFORMATION BUYING OR SELLING CONTACT:
STEVE HOLT or JOHN CONNOLLY
TEL: 061 230 6000
Fax: 061 220 8079 (31763/UN/AUC)
ADT Auctions

APPOINTMENTS AND TENDERS

AREA MANAGING DIRECTOR

C£40,000 package

An exceptional opportunity has arisen for an experienced professional from the Bus Industry to be instrumental in the creation and management of one of West Midlands Travels area companies.

The Company is reorganising its bus operations on an area basis and, fundamental to the continued success of its business, is seeking a Managing Director for its South Birmingham Area, which has a turnover of £20m, employing 600 staff. The successful candidate will be able to demonstrate an impressive record of achievement in the Bus industry and hold appropriate management qualifications. Dynamic leadership with proven experience in managing people, finance and industrial relations negotiations are essential criteria, together with outstanding communications skills and strong strategic planning and development ability. Reporting to the Board of Directors your entrepreneurial flair, independence of mind and sound commercial acumen will be apparent.

The rewards are excellent and include, in addition to salary, share options, fully expensed quality car and performance bonus.

Interested? Then write to our consultant, Gerry Sarson, in total confidence with full C.V. at

GSE **Executive Search & Selection, The Manor, Haseley Business Centre, Warwick CV35 7LS**

WM West Midlands Travel

AN EQUAL OPPORTUNITY EMPLOYER

SCANCOACHES LTD

We are looking for the right person to fill a position as

OPERATIONS MANAGER.

Must have a CPC.

Also an experienced

CONTROLLER

to join our existing team, working shifts.

Applications will be treated in strictest confidence.

Please reply to:

V. Kokkila (Chairman)

SCANCOACHES LTD

67/69 George Street, LONDON W1P 5PJ

(38406/APT/A)

ESSEX COUNTY COUNCIL

RESULTS OF TENDERS FOR LOCAL BUS SERVICES

As required by the Transport Act 1985 the results of tenders that were submitted to the Public Transport Sub-Committee on 30 July 1993 are now available in main Essex County Council libraries.

Copies may also be obtained by sending a stamped addressed envelope (9" x 6") to Public Transport Branch, Essex County Council, County Hall, Chelmsford, Essex CM1 1LF.

R. W. Adcock
Chief Executive and Clerk

25 August 1993

(38259/A/TEN)

INVITING TENDERS?

The directors/owners of the Bus and Coach Companies who read Coach And Bus Week are looking to provide you with competitive and cost conscious quotes, while providing the best possible service.

By advertising in **Coach and Bus Week** you will:

- ★ **Put** your tender in front of over 6,000 senior management/directors in the industry.
- ★ **Give** yourself the best selection of quotes and tenders available.
- ★ **Ensure** the best chance of good quality response.

Don't take our word for it – see what our advertisers say:

"I would like to confirm that we have received a healthy level of response to the advert placed in the 28th March edition of Coach and Bus Week.

Although the advert we placed was a one-off on this occasion, I would not hesitate in contacting you if I need to place any similar advertising again in the future.

Yours sincerely

A G Buckland
Nottinghamshire County Council"

COACH AND BUS WEEK – THE ONLY CHOICE FOR TENDERS

To place your advertisement, or for further information please contact 0733 898111

Planning & Economic Development

COUNTYWIDE PUBLIC TRANSPORT MAP and TRAVEL GUIDE

Tenders are invited for the production and printing of the Nottinghamshire County Public Transport Map and Travel Guide. A one year contract is sought which will involve the production and printing of the first issue of the map together with two later revised editions.

The first edition of this publication is due for issue late 1993.

Full details together with the tender documents are available from:-
The Director of Planning & Economic Development
Nottinghamshire County Council
Trent Bridge House
Fox Road
West Bridgford
NOTTINGHAM NG2 6BJ
F.A.O.: Mr. A. Buckland

Tel: Nottingham (0602) 774582
Fax: Nottingham (0602) 774353

Closing date for the receipt of tenders:- Thursday, 7th October, 1993.

Nottinghamshire County Council
Planning & Economic Development

Area Sales Manager

Northern Counties are an independent highly successful major Bus Builder based in Wigan.

We possess an excellent reputation for building quality products to a high standard and have embarked on a major expansion programme to meet forthcoming demand for our products.

As part of our expansion programme we are now looking to recruit an Area Sales Manager to promote the company's range of products in the South of England.

The successful candidate will preferably have experience within the P.S.V. industry at sales and contracts level, be self motivated and have the ability to deal with clients at a senior level.

This is a new position within a rapidly expanding company and an excellent remuneration package will be offered to the successful candidate.

Please write, in confidence, enclosing C.V. to:
Mr L R Murray, Northern Counties, Enfield Street, Wigan WN5 8DY.

NC Northern COUNTIES
Buses are our business.

(38133/A&TP)

APPOINTMENTS AND TENDERS

FIFE

FIFE · REGIONAL · COUNCIL

ENGINEERING DEPARTMENT
(ROADS DIVISION)

SENIOR OPERATIONS SUPERVISOR
(PUBLIC TRANSPORT)

£12,810–£18,255 (Pay Award Pending)

We are looking for an enthusiastic person with an interest in public transport and good managerial skills to be primarily responsible for:

1. The management of four, Council owned Bus Stations.
2. The provision and promotion of the Council's Dial-a-Ride service for people with mobility impairments.

You should have an HNC or equivalent in a relevant discipline and should preferably have supervisory experience within the field of Public Transport.

For an informal discussion about this post, please telephone David Kinnaird, Senior Public Transport Officer, 0592 754411 Ext. 3107.

Further details and application forms are available from the Personnel Section, Engineering Department, Fife House, North Street, Glenrothes, Fife KY7 5LT or by telephoning after 5.00 pm 0592 763043 (ansaphone). Reference ERT/012/LTT. Closing date is Monday 4 October 1993.

Working for Equality

Applications from people with disabilities will be particularly welcomed

SHIFT SUPERVISOR

Thamesdown Transport, Swindon's Bus & Coach Company is looking for a Shift Supervisor who will have individual responsibilities on a late shift system.

The successful applicant will be required to ensure that a P.V.R. from 120 vehicles is made available for service within budgetary restraints and also undertake commercial activities on behalf of the company.

The ability to control, motivate and organise staff is essential and applicants must demonstrate effective job performance in a supervisory role and have a flexible approach to the demands of this key position.

Consideration will be given to candidates with relevant experience gained from within the Bus industry. A P.C.V. licence is required plus a L.G.V. licence for recovery work, although in the right circumstances, full training will be provided.

The salary offered will reflect the successful applicant's responsibilities and career experience to date. In the first instance, please send a detailed and current C.V. to:-

N. Babcock, Engineering Manager, Thamesdown Transport Ltd., Corporation Street, Swindon, Wilts SN1 1DS. Tel: 0793 615266

(38125/A/A)

An equal opportunities employer, we welcome applicants irrespective of race, sex or disability.

Thamesdown

Miles better for Swindon!

UNITED COUNTIES
ENGINEERING DIRECTOR
NORTHAMPTON

Following promotion of the current holder to the post of Managing Director of a Stagecoach subsidiary company, United Counties is seeking an experienced, highly motivated, qualified Road Transport Engineer to manage and control its Engineering function.

The Company currently operates 320 buses and coaches from five main depots, with an engineering staff establishment of 115.

The successful person will be responsible for ensuring the high quality maintenance and appearance of Company vehicles and property, have proven leadership skills and be able to set and work within strict budgetary levels meeting clearly defined targets and deadlines.

You will be rewarded with an excellent salary and conditions package including a Company car, membership of BUPA and relocation allowances where applicable.

Please write with CV details including current salary to arrive no later than 30th September 1993, to:

A G Cox, Managing Director, United Counties Omnibus Co Ltd, Rothersthorpe Avenue, Northampton. NN4 8UT.

UNITED COUNTIES

PART OF THE STAGECOACH GROUP

PUBLIC NOTICE

Office of Fair Trading

COMPETITION
ACT 1980

NOTICE UNDER SECTION 3(2)(b)

Fife Scottish Omnibuses Limited

Under section 3 of the Competition Act 1980, the Director General of Fair Trading is to investigate whether Fife Scottish Omnibuses Limited ("the company") has been or is pursuing a course of conduct which amounts to an anti-competitive practice.

The matters to be investigated are:

(1) the conduct of the company in respect of the operation of commercial bus services on subsidised routes in the Fife Region of Scotland;

(2) whether that conduct, of itself or when taken together with a course of conduct pursued by persons associated with the company, has or is intended to have or is likely to have the effect of restricting, distorting or preventing competition in connection with the supply of commercial bus services on subsidised routes in the Fife Region of Scotland.

If you have any information which you consider would help the Director General, please write to:

Office of Fair Trading
Branch CPID, Room C426
Chancery House
53/64 Chancery Lane
London, WC2A 1SP

Your letter should arrive as soon as possible if it is to be taken into account in the inquiry.

INVITING TENDERS?

The directors/owners of the Bus and Coach Companies who read Coach And Bus Week are looking to provide you with competitive and cost conscious quotes, while providing the best possible service.

By advertising in **Coach and Bus Week** you will:

★ **Put** your tender in front of over 6,000 senior management/ directors in the industry.

★ **Give** yourself the best selection of quotes and tenders available.

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Yours sincerely

A G Buckland
Nottinghamshire County Council"

To place your advertisement, or for further information please contact

0733 898111

East Lancs sales chief is to retire

EAST Lancs Coachbuilders sales manager **Eddie Brown** is to retire at the end of the year.

He will be replaced by **Derry Liston**, who is already working at ELCB, as contracts/sales manager.

Mr Brown's three-and a half years at the company have been some of the most turbulent in its 60-year history but with previous senior sales appointments at Duple and Leyland, Mr Brown can claim to have had some of the hottest jobs in the bus industry.

Although he intends to spend his retirement pursuing his interests of golf and gardening, buses will remain an important part of Mr Brown's life.

He will continue to act as a consultant to ELCB and represent the company on a number of BCC committees.

Eddie Brown

Top job for PPG manager

NEVILLE Hollingsworth has been appointed national sales manager of PPG Auto Refinish, UK and Ireland.

Mr Hollingsworth, 46, becomes responsible for the PPG Refinish sales force, and for sales to PPG's outlets in the UK and Ireland.

APPG man for the past 15 years, Mr Hollingsworth started with the company as a territory manager and worked his way up to the position of regional sales manager for the north and Scotland before starting his new job.

Neville Hollingsworth

Juffs replaces Greenwood at Citybus of Hong Kong

CITYBUS of Hong Kong has appointed Brian Juffs **engineering manager. He replaces** Mike Greenwood, **who is returning to the United Kingdom after a successful three years with Citybus. Mr Juffs was previously chief engineer with Busways.**

Citybus managing director Lyndon Rees **said: "Brian will be joining the company at a very important time in its development with massive potential for expansion presenting a challenging career opportunity which I feel Brian will cope with very well.**

"I am very sorry to be losing Mike Greenwood who has done an outstanding job for us."

COACH AND BUS WEEK

RECEIVE YOUR PERSONAL COPY FOR AS LITTLE AS 70P PER WEEK

Length	Rate	Per Copy	Saving
1 Year	£45	£0.88	
2 Year	£80	£0.78	£10
3 Year	£110	£0.70	£25

I WISH TO SUBSCRIBE TO COACH AND BUS WEEK

Name: . . . . . Job Title: . . . . .

Company: . . . . .

Address: . . . . .

Postcode: . . . . . Tel No. . . . . .

YOUR COMPANY DETAILS (please tick as appropriate)

1. Total no of employees_____

2. What is your company's main business function?

Bus Operator ❑
Coach Operator ❑
Local Government ❑
Other (please specify)_____

3. Fleet Size (please specify)

Bus _____
Coach _____
Other _____

4. What is your primary job function?

Owner / Director ❑
Senior / General Manager ❑
Engineering / Service Manager ❑
Other (please specify)_____

5. Do you have responsibility for the recommendation / purchase and / or specification of the following (Tick all that apply)

	Purch	Spec	Rec
Parts / Spares	❑	❑	❑
Oil / Fuel	❑	❑	❑
Tyres	❑	❑	❑
Breakdown / Recovery	❑	❑	❑
Insurance / Finance	❑	❑	❑
Fuel cards	❑	❑	❑
Training	❑	❑	❑

PAYMENT (please tick as appropriate)

UK 1yrs' subscription £45 ❑ 2 yrs' subscription £80 ❑ 3yrs' subscription £110 ❑

Europe / Eire 1yrs' subscription £85 ❑ Airmail 1 yrs' subscription £115 ❑

By Cheque: I enclose a cheque for £ . . . . . made payable to EMAP Business Publishing Ltd.

By Credit Card: I authorise you to debit my Mastercard / VISA / DINERS Club / AMEX card no.

❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑❑

for the amount of £ . . . . . Expiry date: . . . . . / . . . . .

Address . . . . .

Postcode . . . . . Tel No . . . . .

Signed . . . . . Date . . . . .

RETURN TO: CHRISTINE HESTER FREEPOST. EMAP RESPONSE PUBLISHING, WENTWORTH HOUSE, WENTWORTH STREET PETERBOROUGH PE1 1BR

CMH 2

THE NEW TOYOTA OPTIMO III. NOW EVEN MORE COMFORTABLY IN FRONT.

Of all the changes that have occurred on the Optimo III midicoach, the smallest is perhaps the most significant.

The Optimo III is now badged Toyota, and with that name comes all the reassurance that you would expect from one of the world's leading motor manufacturers.

There are major improvements in comfort. Passenger seats (still 18 or 21) all face forward and in addition now come with fold down armrests. New rear suspension layout gives your customers a quieter, more relaxing ride.

We have also remembered another important person – the driver.

We have given him his own entrance door plus a new ergonomic dash layout. Even your luggage is better cared for with increased rear locker space on both models.

On performance, the Optimo III has all the power and efficiency of a big coach (its 4.2 litre, 6 cylinder, turbo-charged engine will deal with the heaviest of loads), but for a third of the cost.

We have kept an eye on the environment as well, the Optimo III has a greener engine to cut down on pollution.

And behind all these changes you'll have the reassurance of Toyota's legendary reliability.

The new Toyota Optimo III, it's a midi-coach with some massive advantages.

THE NEW OPTIMO III

For more information please contact Steve Prime, Coach Sales Manager, Toyota (GB) Ltd, The Quadrangle, Redhill, Surrey. Tel 0737 768585. Erringtons of Evington, Leicester. Tel 0533 730421. Moseley (PCV) Ltd, Doncaster. Tel 0302 330600. Moseley Distributors Ltd, Lanarkshire. Tel 0236 422445. Moseley in the South Ltd, Taunton. Tel 0823 324926. Salvador Caetano (UK) Ltd, Heather. Tel 0530 263333. Yeates Bus and Coach Sales Ltd, Loughborough. Tel 0509 217777.

THE COACH IN FRONT IS A TOYOTA